A8795-1 F (A) 3/86

1985 Annual Report

1984 Year at a Glance
5

Projection and Review
15

Aircraft
29

Industry Directories
57

Services in North America
103

Regulations and Agreements
137

of the Regional Airline Industry

Introducing the greatest thing since the Gooney Bird.

In the history of aviation, there's never been anything quite like the DC-3.

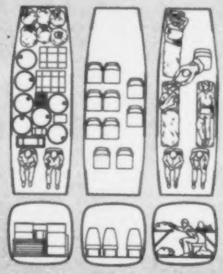
Never has one plane had such an uncanny ability to do so many things so well.

Never, that is, until this:

The new Cessna Caravan I.

The Caravan I is by far the biggest single-engine airplane we've ever built.

(The next biggest, our eight-place Stationair, will fit under the Caravan's wing.)



The Caravan I's 341 cubic ft. cabin can be outfitted as cargo hauler, 10-place airliner, or ambulance.

Inside, it has more room than a Chevy van. Enough for two D-size containers. Or up to ten people and all their baggage.

It carries almost anything.

The secret is the Caravan's engine: a 600 shaft horsepower Pratt & Whitney turbine.

Naturally, it's more powerful and reliable than any piston engine in production today.

Yet it's so efficient, it can fly a ton of cargo more than 700 nm—with IFR reserves.

Better still, it runs on almost any kind of aviation fuel there is. Even avgas, in a pinch.

It goes almost anywhere.

Even fully loaded, the Caravan I can take off and land in less than 970 feet.

And its rugged landing gear makes sure wherever you have to go, the Caravan I can get you in. And out.

The DC-3. Airliner, cargo plane, war hero—the most versatile design in aviation history.

It does almost everything.

With all its size and power, the Caravan I naturally makes a perfect cargo plane.

Or a sea plane. A firefighter. An airliner, an ambulance, or anything else you can think of.

Now, we really don't expect our new Caravan I to replace the old DC-3 in your heart. Just in the sky.

Because you can do something with a Caravan I that you just can't do with a DC-3.

Order a new one.

To find out how, call 1-316-946-6754 (telex 431-9022).

Or write to Bill Hogan, Conquest
General Manager, Cessna Aircraft
Co., Box 7706, Dept. FY12
Wichita, KS 67277.

Cessna

Regional Airline Association

BOARD OF DIRECTORS

Chairman
Mark Morro
Chief Executive Officer
Wings West Airlines, Inc.

Vice Chairman
Curt Coward
Chief Executive Officer
Air Virginia

Secretary
W.C. Clark
Vice President
Pennsylvania Airlines

Treasurer
Jerry Atkin
President
Skywest Airlines

Gary Adamson
President
Air Midwest, Inc.

Kingsley Morse
President
Command Airways

David Mueller
President
Comair, Inc.

Clark Stevens
President
Chaparral Airlines

Patrick Thompson
President
Mississippi Valley Airlines

Cesar Toledo
Chairman
PRINAIR

Donald Young
President
Southern Jersey Airways, Inc.

GOVERNMENT RELATIONS COMMITTEE

Chairman
J. Dawson Ransome
Chairman/President
Ransome Airlines

George Pickett
President
Atlantic Southeast Airlines

Allyn Caruso
President
Bar Harbor Airlines

Bill Britt
President
Britt Airways

Mark Chestnutt
Chairman and President
Cascade Airways, Inc.

Paul Quackenbush
Chairman and President
Empire Airlines, Inc.

Richard Henson
President
Henson Aviation, Inc.

Jim Harmon
President
Imperial Airlines

Robert Swenson
President/CEO
Mesaba Aviation, Inc.

Robert L. Schults
President/CEO
Scheduled Skyways

WASHINGTON STAFF

President
Duane H. Ekedahl

Vice President
Government Relations
Tulinda Deegan

Vice President
Operations
Alan R. Stephen

Director
Technical Services
Richard L. Collie

General Counsel
Calvin Davison

Editor, RAA Times
Michelle Muth

Meeting Manager
Dale Walden

Production Manager
Joseph Berry

Membership Coordinator
Diana Kirkpatrick

ANNUAL REPORT STAFF

Editor
Tulinda Deegan

Research and Analysis
Alan R. Stephen

Production and Advertising
Michelle Muth

Design
John Prezioso

EMB 120 Brasilia

Brasilia™: the fastest new generation 30 seat turboprop.

The 294Kt max cruise speed, confirmed by flight tests, puts the Brasilia way ahead in its class. In Long Range setting it is at least 25 kt faster than the closest competitor.*

Although speed may translate into just a few minutes difference on short routes, when it comes to high utilization, like 2500 h/year, the Brasilia can perform more missions per week, burn less fuel per stage and run less hours on the engines, therefore reducing maintenance and total operating costs.

The Brasilia's lower operational weight, lower acquisition price and its exclusive ability to be operated under FAR Part 135 rules, further reduce operating costs, rendering a positive cash flow right from the start, even at low load factors.

As for product support, a proven 10 year record assisting over 100 Bandeirante turboprops in the US and 400 worldwide is the best guarantee for a dependable support for the Brasilia.

Call Embraer Aircraft Corporation at (305) 524-5755 and ask for a complete computer analysis of your route structure. The figures will speak for themselves.

EMBRAER
CEILING UNLIMITED

** According to available published data.*

1985 Annual Report

Regional Airline Industry

Contents

Year at a Glance 5
Industry Traffic Statistics 1984 Calendar Year 6
Traffic Statistics 7
Aircraft Fleet 7
Top 50 Regional Airlines in 1984 (Publicly Held Carriers Highlighted) 8
Airports Receiving Scheduled Service 9

Projection and Review 15
Projections 16
U.S. Regional Airlines Passenger and RPM Forecast 1985 to 1995 17
U.S. Regional Airlines Fleet Forecast 1985 to 1995 17
Historic Review 18
Regional Passenger Traffic, 1970–1984 19
Total Aircraft Operated, 1970–1984 19
CAB Sunset 20
Essential Air Service by Carrier 21
Subsidy Payments: Section 406 vs. Section 419 21
New Mail Contracts 22

Aircraft 29
Top Regional Passenger Aircraft, 1984 30
Passenger Aircraft Utilization and Seating Capacity 31
Aircraft in Regional All Cargo Operations 1984 32
Percentage of Fleet by Seating Capacity and Engine Type 33
Aircraft Picture Directory 34
Aircraft Performance Directory 39

Industry Directories 57
Airline 58
Associate Member 75

Services in North America 103
Essential Air Service 104
Passenger Service 121
All Cargo Service 131

Regulations and Agreements 137
Obtaining DOT Authority 138
FAA Safety Requirements 138
Industry Agreements 141

Ad Index 144

The 1985 Annual Report of the Regional/Commuter Airline Industry is published by the Regional Airline Association, 1101 Connecticut Avenue, N.W., Washington, D.C. 20036, (202) 857-1170. RAA thanks all others who made the report possible. Copies of the Annual Report may be ordered at the following rates: Members: $15 each in U.S.A. and Canada; $20 each other countries. Non-members: $35 each in U.S.A., Canada and other countries. Special bulk rates for orders of five or more reports available upon request. Single orders are shipped via First Class Mail. Bulk orders are shipped via United Parcel Service or First Class Mail depending upon the destination. © 1985, The Regional Airline Association. All rights reserved. No portion of this report may be reprinted or reproduced for publication or broadcast without the written permission of the publisher.

Prestige

For Service with Style

NEW servingware concepts designed to enhance customer appetite appeal -- from the design leaders at Plastics Inc.

• A complete line • Eyecatching fluted shapes • Added value • Take-out lids available

Contact your Plastics Inc. representative or distributor for more information.

Plastics Inc.

A subsidiary of Anchor Hocking
P.O. Box 64610, St. Paul, Minnesota 55
Phone (612) 227-7371. TWX 910-563-35

1984 Year at a Glance

1984 Year at a Glance

The regional airline industry continued to post traffic gains in 1984. Regional airline traffic rose by a record 29 percent in 1984 to 4.17 billion revenue passenger miles while total enplaned passengers climbed by 20 percent to 26.1 million.

There are 203 regional and commuter passenger carriers and 18 all-cargo commuter operators currently providing scheduled services. The top 50 regional airlines accounted for 84% of both the passengers carried and the revenue passenger miles in the industry.

While there was a slight increase in the total number of commuter passenger airlines from the prior year, that increase was entirely attributable to a large increase in the number of Alaskan scheduled operators following the suspension of service in that state by several large intrastate airlines last year.

Historically, the majority of the regional airlines have been privately-held, family owned companies. Today, because of the increased cost of equipment and operation, many regional airlines have sought a new source of capital in the equities market.

Total airports served in 1984 by regional/commuter airlines remained basically

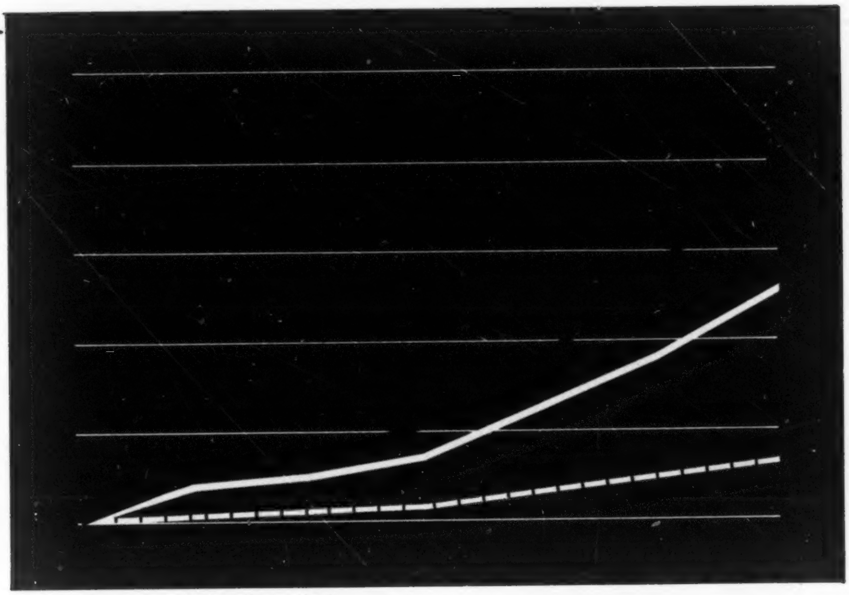
(con't)

Industry Traffic Statistics 1984 Calendar Year

Passenger Operations Carriers Operating	228	227	214	246	215	196	203	+4
Passengers Enplaned (millions)	11.3	14.0	14.8	15.4	18.6	21.8	26.1	+20
Av. Passengers Enplanned/ Carrier	49,600	61,700	69,200	62,600	86,500	111,200	128,100	+15
Revenue Passenger Miles (billions)	1.36	1.72	1.92	2.09	2.61	3.24	4.17	+29
Av. RPMS/Carrier (millions)	5.97	7.58	8.97	8.50	12.14	16.53	20.46	+24
Airports Served	681	746	732	766	817	854	853	-0-
Average Trip Length (miles)	121	123	129	136	141	149	160	+7
Aircraft Operated	1,047	1,265	1,339	1,463	1,573	1,545	1,747	+13
Average Seating Capacity (seats)	11.9	12.5	13.9	15.1	15.6	18.1	18.4	+2
Fleet Flying Hours (thousands)	1,131	1,390	1,740	1,994	2,160	2,415	2,764	+14
Average Annual Utilization/ Aircraft (hours)	1,080	1,193	1,299	1,363	1,373	1,563	1,582	+1
Cargo Operations Carriers Operating	24	31	23	31	30	22*	18	-18
Cargo: Pounds Enplaned (millions)	401	346	472	566	628	396*	324	-18
Aircraft Operated	153	185	267	280	284	263	168	-36
Fleet Flying Hours (thousands)	121	152	246	216	234	230	155	-33
Average Annual Utilization/ Aircraft (hours)	790	820	921	771	824	876	920	+5
All Operations Total Carriers Operating	252	258	237	277	245	218	221	+1
Total Aircraft In Service	1,200	1,450	1,606	1,743	1,857	1,808	1,915	+6
Total Flying Hours (millions)	1,252	1,542	1,986	2,210	2,394	2,645	2,919	+10

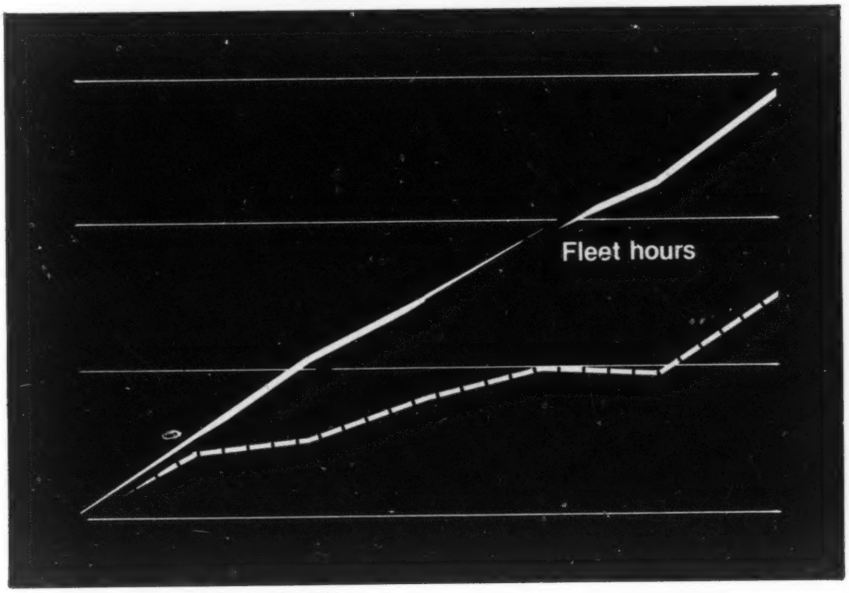
*Note: 1984 Excludes Federal Express
Source: Regional Airline Association

Traffic Statistics



Source: Regional Airline Association

Aircraft Fleet

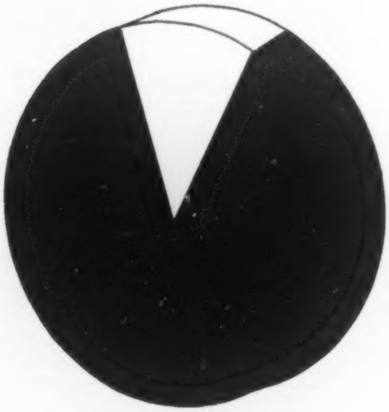


Source: Regional Airline Association

1984 Year at a Glance

Top 50 Regional Airlines in 1984

● Denotes public ownership



Total passengers
21,916,000

The Top 100 Regional Airlines carried 96% of all Regional Airline passengers in 1984. The Top 50 alone accounted for 84% of the total.

1984 Rank	Carrier	1984 Passengers	1983 Rank
● 1.	Mid Pacific Airlines	1,338,284	1
● 2.	PBA	1,331,491	3
3.	Britt Airways	1,204,885	2
● 4.	Air Wisconsin	1,095,000	4
● 5.	Empire Airlines	1,073,452	5
● 6.	Metro Airlines[1]	844,839	7
● 7.	Horizon Airlines	769,625	11
● 8.	Mississippi Valley Airlines	741,279	8
9.	Henson Airlines	733,536	6
● 10.	Air Midwest[2]	710,782	16
11.	Skywest/Sun Aire Lines	652,698	42
● 12.	Atlantic Southeast Airlines	613,900	18
13.	PRINAIR	576,795	9
14.	Ransome Airlines	566,754	10
● 15.	Rocky Mountain Airways	481,619	15
16.	Pennsylvania Airlines	464,462	13
17.	Aspen Airways	443,958	17
● 18.	Comair	417,601	22
19.	Rio Airways	408,798	12
● 20.	Royale Airlines	400,361	31
21.	Cascade Airways	389,279	19
● 22.	Simmons Airlines	376,134	33
● 23.	Wings West Airlines	360,075	29
● 24.	Suburban Airlines	346,226	23
● 25.	Wright Airlines	307,998	14
26.	Imperial Airlines	303,323	20
27.	Pilgrim Airlines	301,406	24
28.	Bar Harbor Airlines	297,875	27
29.	Name withheld by Request	285,000	—
30.	Midstate Airlines	277,413	30
31.	Brockway Air[3]	276,322	43
32.	Chautauqua Airlines	269,091	38
● 33.	Command Airways	258,585	35
34.	Air Virginia	248,102	25
35.	Gull Air	223,294	60
36.	Frontier Commuter[4]	220,000	—
37.	Crown Airways	211,813	40
38.	Royal Hawaiian Air Service	202,451	34
39.	Fischer Brothers Aviation	192,635	41
40.	Pocono Airlines	191,938	48
41.	Crownair/Dorado Wings	175,000	56
42.	American Central Airlines	174,386	51
43.	Chaparral Airlines	164,834	44
44.	Southern Jersey Airways	161,411	45
45.	SEAIR Alaska Airlines	146,000	57
● 46.	NewAir	142,696	47
47.	Precision Airlines	140,657	49
48.	Pacific Coast Airlines	140,063	55
49.	ERA Helicopters (Alaska Airlines Subcontractor)	140,000	—
50.	San Juan Airlines	121,406	59
	Total enplanements top 50 airlines	21,916,000	84%
	Total industry enplanements	26,140,000	
	Total revenue passenger miles top 50 airlines	3,501,000,000	84%
	Total industry revenue passenger miles	4,174,000,000	

---

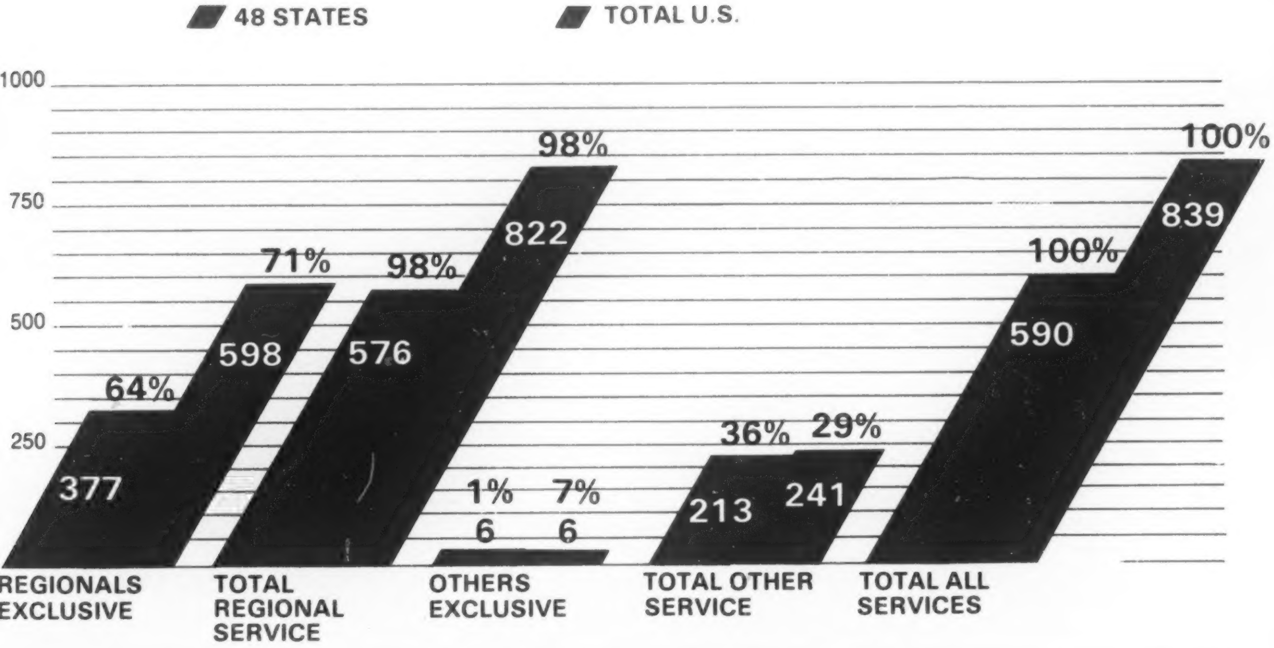
[1] Metro Airlines traffic inclusive of its Eastern Metro Express Subsidiary.

[2] Air Midwest traffic inclusive of its Air Midwest Skyways Subsidiary.

[3] Brockway Air inclusive of Air North and Clinton Aero.

[4] Frontier Commuter has suspended flight operations.

Airports Receiving Scheduled Service



nchanged at 853, while airports exclusively served by commuters rose slightly o 619. In total, regional and commuter airlines now provide scheduled air transportation to 98 percent of all communities eceiving such service.

The number of points served by the major airlines declined by 21 in 1984, despite e-entry by the majors in some communiies formerly abandoned. In total, the major airlines have suspended service to 109 cities since 1978 that are now exclusively serviced by regionals. The trend of the major airlines to abandon smaller communities is expected to abate in 1985 because the restructuring of major airline service under deregulation is nearly complete.

The Regional Airline Association's statistics are derived from the association's annual survey of regional airlines and an analysis of the January 1, 1985 Official Airline Guide. The survey includes a 100% phone follow up to ensure that all the data is reported accuartely.

Over two years.
Three million
passengers.
% reliability.

There's only one 36-passenger regional aircraft in the world you can say that about. The Shorts 360.

And nine airlines around the U.S. already know it.

They know that this new-generation Shorts' operational reliability is an incredible 99%. With almost three years of operation.

They know it makes money with only 14 paying passengers.

They know its twin PT6A-65R turboprop engines, its advanced technology and proved systems keep its maintenance low and on-the-line time high.

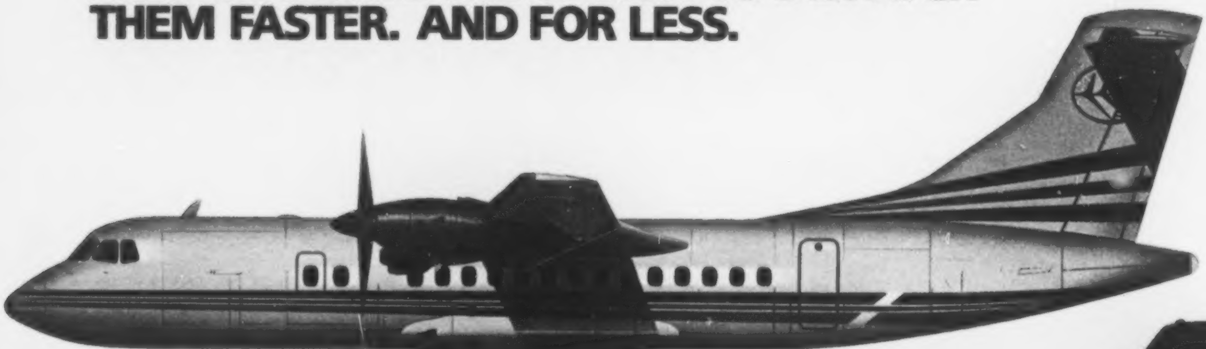
They know it pleases every passenger who walks on board with its widebody comforts. Wide aisle. Wide windows. Ample overhead luggage compartments. Over-six-foot headroom.

Want to know more about what they know? Call us collect. 703-685-0360.

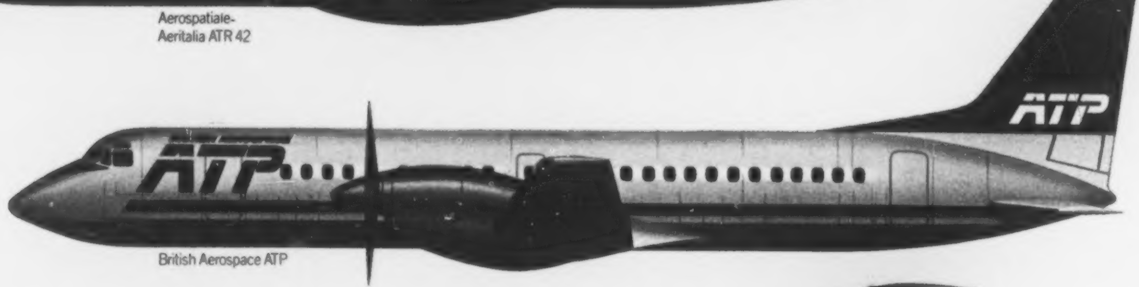
Shorts 360

SHORT BROTHERS PLC **Short Brothers (USA) Inc.,** 2011 Crystal Drive, Suite 713, Arlington, VA 22202,
Short Bros. PLC Airport Rd., Belfast BT3 9DZ, Northern Ireland, **Short Bros. PLC,** Berkley Sq. House, Berkley Sq., London W1X6DY,
Short Bros. PLC, Far East Regional Office, 2nd Floor, Elizabeth House, 250 Gloucester Rd., Causeway Bay, Hong Kong,
Short Bros. (Australia) Pty. Ltd., 20 Loftus St., Sydney 2000

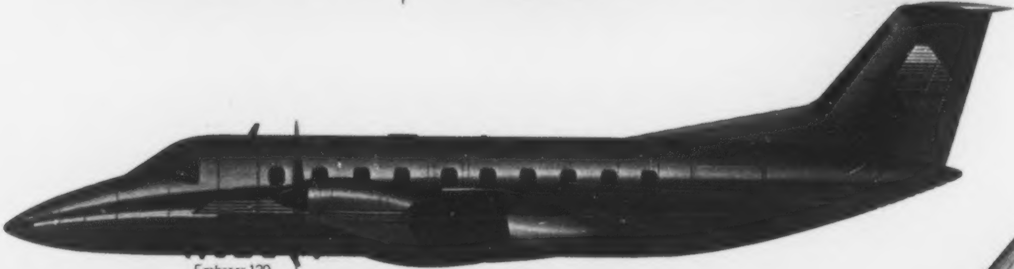
NOW YOU HAVE THE OPTION TO DISPATCH THEM FASTER. AND FOR LESS.



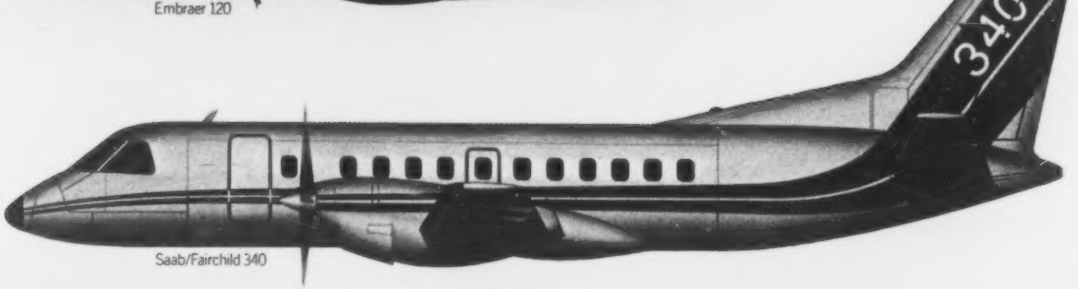
Aerospatiale-
Aeritalia ATR 42



British Aerospace ATP



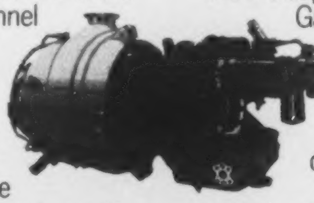
Embraer 120



Saab/Fairchild 340

All these aircraft makers specify the Garrett APU option. Which gives you many options.

Like faster turnaround at the gate. Flexible personnel assignments. More profitable routing structure. And less danger from equipment on the ramp.



What's more, the Garrett APU provides air conditioning or heat. Lights. Emergency electricity. Power for avionics. In-flight backup for hydraulic and pneumatic systems. Even hot coffee comes with this option.

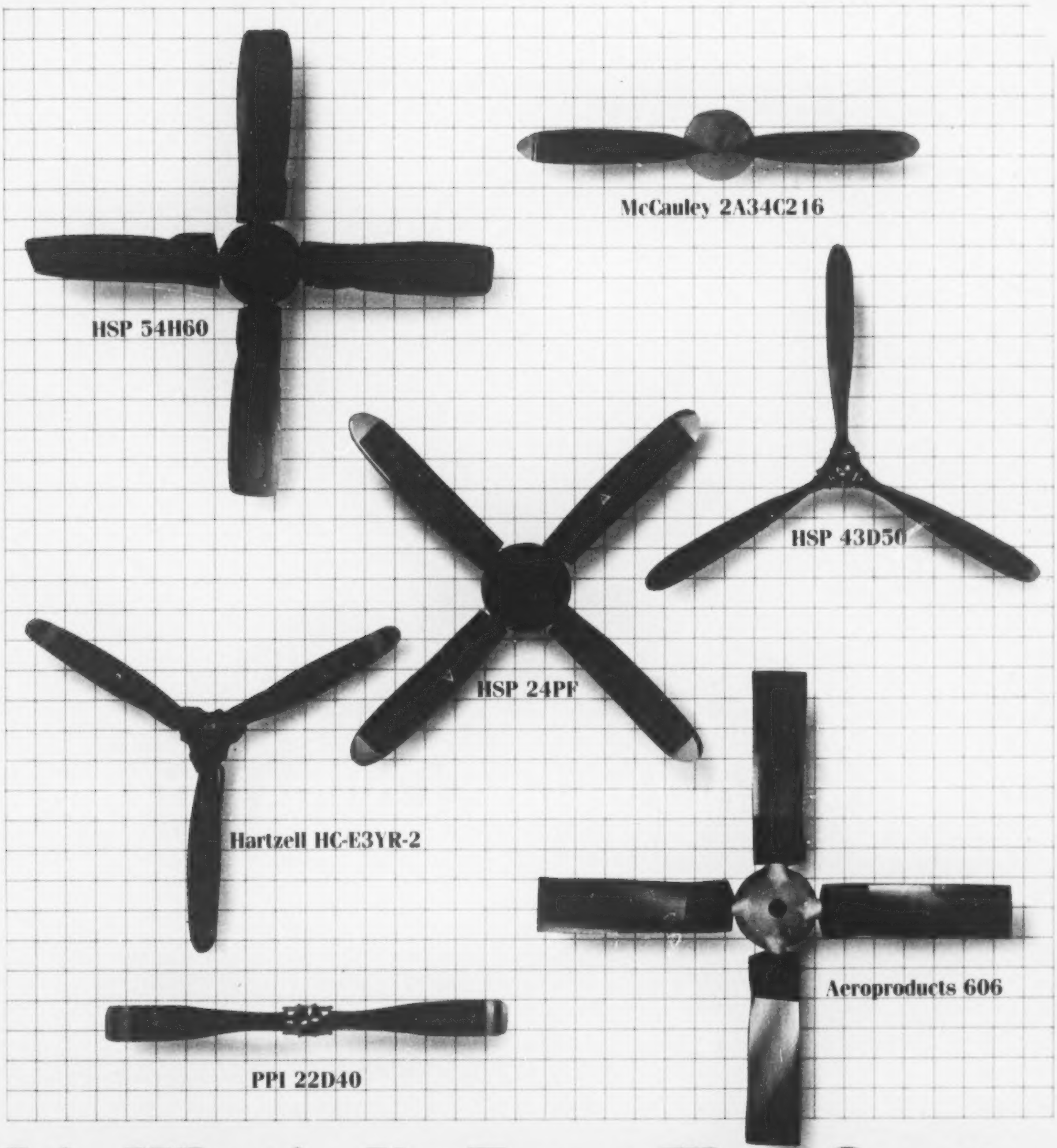
In fact, for commercial airliners like the super-efficient BAe146, a Garrett APU isn't an option at all. It's standard equipment. What's more, standard procedure is APU ON during take off and landing.

A Garrett APU is optimized for ECS performance, and provides an endless supply of efficient starts. It can actually reduce the cost of ownership. Ask for our mission profile analysis, which will pinpoint just how much money you have the option to save.

For your free computer analysis, or more detailed information, contact: The Garrett Turbine Engine Company, Power Systems Sales, Box 5217, 111 South 34th Street, Phoenix, Arizona 85010.

Or call: (602) 231-1946.

GARRETT
One of the Signal Companies



It's What's Up Front That Counts.

Our name isn't Pacific Fuselage. It's not Pacific Engine. Not Pacific Parts. Or Pacific Amalgamated.

It's Pacific Propeller, Incorporated!

We put it right up front to tell you exactly what we do best. Propellers! Since 1946, we've been committed to the highest standards in the industry in sales, overhaul and repair of aircraft propellers, propeller blades and controls. And the best warranty policy and *committed* turnaround time.

Pacific Propeller offers the complete facilities to give you "Versatility, Quality and Craftsmanship" in every PPI product we design, manufacture, overhaul and repair.

We operate a 60,000 square foot plant in Kent, Washington that is an FAA Approved Repair Station where everything is state-of-the-art.

So for the overhaul and repair of Hamilton Standard, Aeroproducts, Dowty Rotol, Hartzell, and McCauley propellers, as well as the manufacture of our AG100 and AG200 propeller blades and Hamilton Standard licensed parts, come to Pacific Propeller where only the best up front is good enough for your aircraft.

For more information on the complete propeller services, propeller exchange availability and warranty policy, call or write to The Prop Doctors, Pacific Propeller, Inc.

PACIFIC PROPELLER

P.O. Box 946, Kent, WA 98032
(206) 872-PROP (Wash. State)
1-800-PAC-PROP

PPI

To improve the bottom line, specify top-of-the-line. Collins Pro Line II.

Reliability, maintainability, and support. Cost-saving benefits built into Collins Pro Line II advanced technology radios for regional airlines. These digital avionics keep your aircraft out of the shop, and in the air. On time. Which can put your bottom line in top shape.

For greater reliability, Collins Pro Line II avionics have a microprocessor-based design. Which gives Pro Line II the highest MTBR in the industry. And this reliability reduces your initial capital outlay for spares.

Maintainability? Collins Pro Line II avionics have unequalled self-diagnostic capability. So you don't waste time and money pulling out the wrong box. And Pro Line II's ARINC back-mounted connectors make box removal fast, easy, and less expensive.

When it comes to service and support, no one can touch the Collins approach. Our Apple IIe Plus testing, troubleshooting, and alignment package allows Pro Line II radios to be serviced faster. Add to that around-the-clock rental/exchange service, emergency spare parts, and service centers around the world.

Collins Pro Line II. Top-of-the-line avionics that pay off on the bottom line. For more information, call or write Collins Avionics, M. S. 108-275, Rockwell International, Cedar Rapids, Iowa 52498. Phone: (319) 395-4085. TELEX: 464-421 COLLENGR CDR.

COLLINS AVIONICS

Rockwell International

where science gets down to business

Projection and Review

Projection and Review

Projections

Arthur Toplis
Bruno Diesner
De Havilland Aircraft

The regional/commuter airline industry has undergone considerable change over the past year amidst increased mergers, growth in joint trunk/commuter operations, and a high turnover of commuter operators.

Despite this, commuter traffic growth has continued at unprecedented levels spurred by the recent sharp economic recovery and improved business conditions.

This strong growth in commuter travel is expected to continue over the next decade as existing markets expand and new routes develop.

Commuter Passenger and Revenue Passenger Mile (RPM) Traffic

In 1984 Commuter passenger traffic, for both propeller and jet aircraft, reached approximately 26 million, up 20% over 1983. This marks the fifth year of exceptionally strong growth since deregulation and is undoubtedly the result of impressive economic growth last year.

RPM growth also continued strong last year, reaching 4.0 billion rpm's.

Although the number of commuter operators appears to be declining, those still in existence are carrying more passengers due to greater frequency and improved economic conditions.

Many of the larger carriers have joined forces with regional/commuter airlines to facilitate traffic flows in and out of major airports and broaden their financial resources.

Airport congestion continues to pose a major problem for the airline industry as a whole with little relief in sight in the near term.

Attempts have been made to spread out arrivals and departures during peak periods and to implement the use of separate access runways for specialized commuter aircraft. Nevertheless, commuter operations are on the upswing accounting for about one third of all scheduled operations and recording 2.8 million flights annually.

Trends in Aircraft Acquisition

With the unprecedented growth in commuter traffic, the trend for commuter operators has been towards the purchase of larger turboprop aircraft that can carry more people greater distances.

Purchases of small jets by some of the larger regionals has also continued to increase, inspired, no doubt, by declining fuel prices, expanding routes, and affordability.

Last year commuter jet traffic accounted for approximately 1 million passenger enplanements and this is expected to increase to around 4 million by 1995.

Acquisition of used aircraft and aircraft leasing have also grown in popularity as viable, and less expensive alternatives to purchases of new aircraft.

This trend is expected to continue strongly for some time amidst rising prices for new aircraft, offset however by reduced interest rates.

Despite this, orders for the new mid-size turboprop aircraft such as the Dash 8, SF 340, ATR42, Embraer 120, CN 235, and Shorts 360 have been increasing since they offer to fill the existing void in the 20–40 passenger size category.

It is in this size class that most of the growth in commuter fleets over the next ten years is expected to take place.

Ten Year Outlook

Growth in commuter passenger and rpm traffic is expected to moderate slightly over the next decade, due to market saturation, but is still expected to exceed growth in the total domestic airline market.

By 1995, the U.S. regional airlines are expected to enplane some 60 million passengers, 56 million in propeller aircraft and 4 million in jets.

This amounts to an annual average growth rate of 8.9%, almost double the 4.6% annual rate anticipated for total domestic airline operations.

In terms of revenue passenger miles, regional/commuter traffic is forecast to generate 11.4 billion rpm's by 1995, an increase of 3.6 times the 1983 value of 3.2 billion.

Average stage length for propeller and jet traffic combined is projected to reach 188 miles by the mid 1990's, compared to 147 miles in 1983.

The total number of commuter operators is also expected to decline to less than 100 by the end of the decade compared to around 180 last year.

The size and composition of the commuter propeller driven aircraft fleet is also expected to undergo a significant change over the next ten years, based on the current trend toward larger, more efficient aircraft.

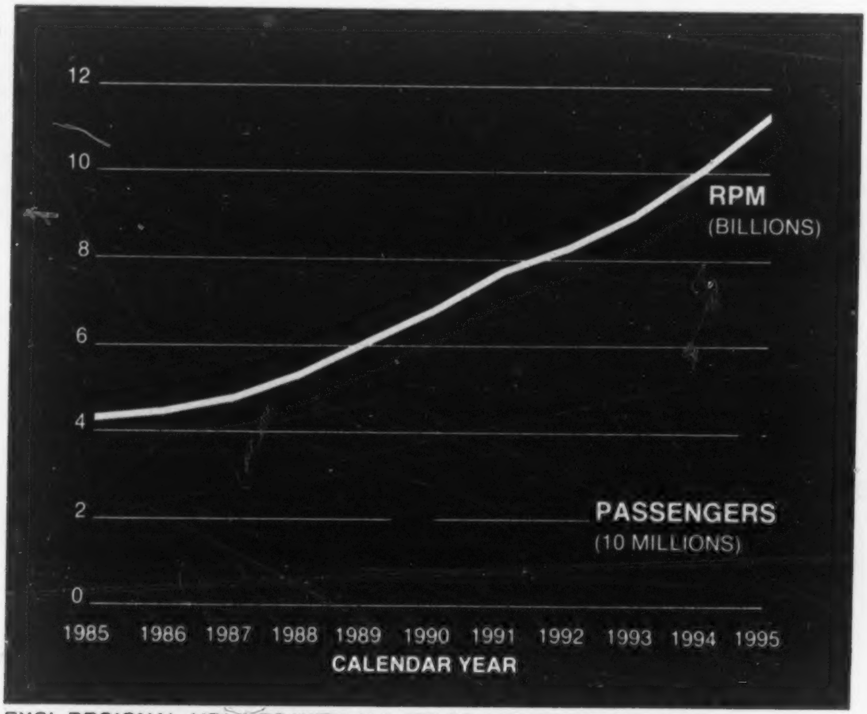
In particular, the 20–40 seat category is expected to show a strong increase with the introduction of new thirty passenger turboprop aircraft to fill pent up demand for equipment of this size. By 1995, this segment is expected to account for 34% of the total commuter propeller aircraft fleet compared with 10% in 1983.

Summary and Conclusions

In summary, the outlook for U.S. commuter traffic continues to look favourable despite massive reorganization and restructuring within the industry.

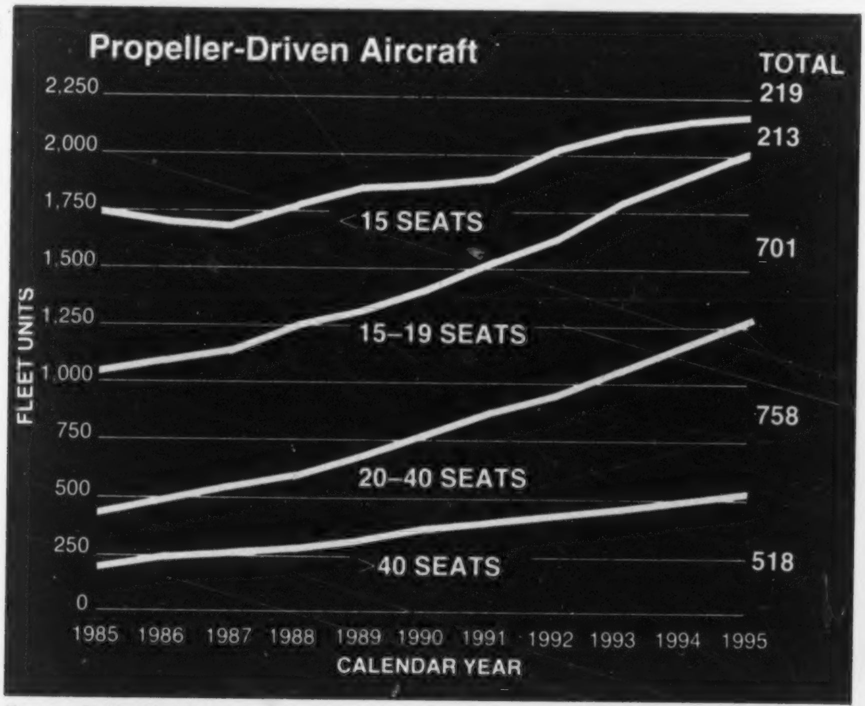
Although new entrants will arrive and many existing operators will vacate, the current trend toward mergers and consolidated operations between the trunks and commuters will ensure that those remaining will have a strong capital base to work from and provide the required service of a growing industry.

U.S. Regional Airlines Passenger and RPM Forecast 1985 to 1995



EXCL REGIONAL AIRLINES WITH ALL JET OR HELICOPTER FLEETS.
Source: DeHavilland

U.S. Regional Airlines Fleet Forecast 1985 to 1995



Source: DeHavilland

Projection and Review

Historic Review

The regional airline industry has shown dramatic growth during the years that it has been recognized as representing a distinct class of air carriers. Today, these airlines are an integral part of the nation's air transportation system.

Simply stated, regional airlines are those carriers which provide regularly scheduled passenger and/or cargo service with aircraft seating less than 60 passengers and a cargo payload capacity of 18,000 pounds or less. These airlines operate pursuant to schedules published in widely used airline schedule guides.

The typical regional airline operates well-timed, high-frequency flights from outlying communities to the associated hub airports where their passengers and cargo may continue on other scheduled flights. The aircraft used for these flights, which have an average trip length of 100 to 300 miles, are flown at lower altitudes than the airplanes operated by the long-haul carriers.

History of Airline Development Leading to Regionals/Commuters

Actually, the modern system of air transportation in the United States is not that old. The Civil Aeronautics Act of 1938 created the Civil Aeronautics Board and established guidelines for the Board to regulate rates and routes of airlines through a system of certification. Ten of the carriers granted certificates at that time still exist today as the nation's "trunk carriers" (now termed majors).

Originally, there were two general classes of common carrier air transportation. The trunk airlines provided scheduled service on fixed routes; and a second class of small, non-transport carriers, principally operating from a fixed base, furnished service on request without schedules. For the non-scheduled carriers, transportation services were incidental to the principal business activities of sale and service of aircraft and flight instruction.

Nineteen additional airlines were certificated by the Board between 1945 and 1951 as "local service" carriers. This new class of carrier was created by the Board to serve the many small communities which the trunk airlines believed they could not serve economically.

The original 1938 legislation did not provide for fixed based airline operators who engaged in transportation as common carriers. It was not until 1947 that the Board established two classes of non-scheduled air carriers—"large" and "small"—with airlines which operated single engine aircraft with a gross takeoff weight of 10,000 pounds or less comprising the "small, non-scheduled carriers" and termed "air taxis." Air taxis were the forerunners of the commuter airlines.

As previously indicated, it was not until 1969 that the Board recognized the growing need to establish a class of small, noncertificated scheduled airlines; and, thus, the commuters were born. The Board accomplished this feat by amending Part 298 of its Economic Regulations to define a commuter air carrier as a Part 298 operator.

A commuter airline, according to the amended regulations, was a carrier which performed at least five round trips per week between two or more points and published flight schedules which specified the times, days of the week, and airports between which such flights operated or a carrier which transported mail under contract with the U.S. Postal Service. The other scheduled carriers—established as trunks in 1938—came under Section 401 of the Board's regulations and, thus, were sometimes referred to as 401 carriers.

To be exempt from the 401 certification, a commuter could not exceed the take-off weight of 12,500 pounds which effectively limited the aircraft to 19 passengers.

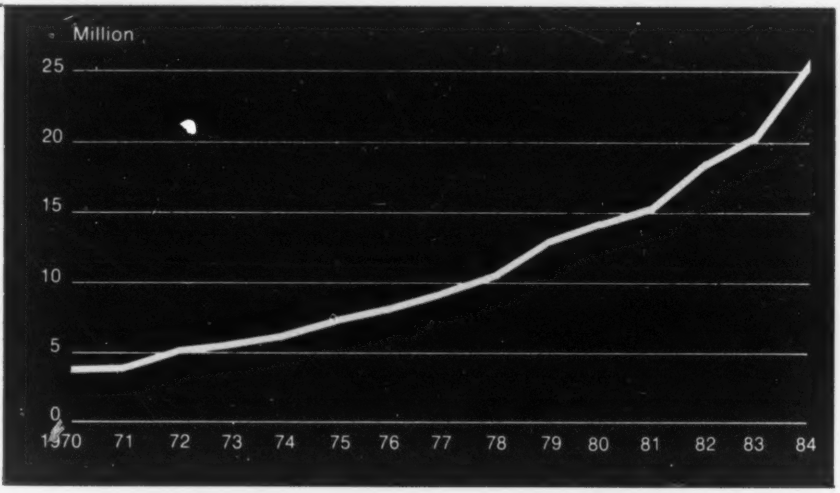
These passenger and load limitations have been eased over the years—the aircraft seating limit was moved up to 30 passengers in 1972. With the enactment of airline deregulation in 1978, the seating limit was increased to 60 passengers and the limit for all-cargo payload was raised to 18,000 pounds.

Other provisions in 1978 permitted commuter airlines to receive 401 Certificates of Public Convenience and Necessity enabling them to operate any size aircraft.

Regional Passenger Traffic, 1970–1984

Year	Passengers Enplaned
1970	4,270,000
1971	4,698,000
1972	5,262,000
1973	5,688,000
1974	6,842,000
1975	7,243,000
1976	7,914,000
1977	9,185,000
1978	11,026,000
1979	13,972,000
1980	14,810,000
1981	15,400,000
1982	18,550,000
1983	21,820,000
1984	26,140,000

Source: Regional Airline Association



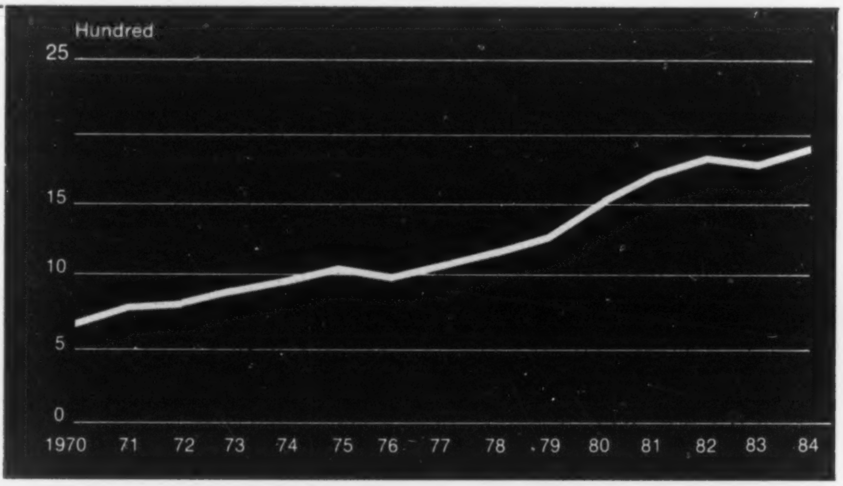
Total Aircraft Operated, 1970–1984

Year[1]	Aircraft In Service	Percent Annual Change
1970	687	—
1971	782	14%
1972	791	1%
1973	885	12%
1974	997	13%
1975	1073	8%
1976	1009	– 6%
1977	1119	11%
1978	1200	7%
1979	1350	12%
1980[2]	1606	19%
1981[2]	1743	8%
1982[2]	1857	6%
1983[2]	1808	– 3%
1984[2]	1915	+ 6%

Source: Regional Airline Association

[1] CAB Commuter Air Carrier Traffic Statistics F.Y. 1970-1979

[2] RAA Annual Survey of all U.S. Commuter and Regional Airlines



CAB Sunset

The sunset of the Civil Aeronautics Board (CAB) on December 31, 1984, was a milestone event. CAB sunset marked the end of the agency that for almost 50 years regulated nearly every economic aspect of commercial air transportation. It was an affirmation of the conviction that the airline industry is a mature and competitive segment of the economy that no longer requires concentrated economic oversight by a single-purpose agency.

On January 1, 1985, most of the residual functions of the CAB transferred, together with the associated CAB staff, to the Department of Transportation (DOT). The CAB's residual functions have been integrated into the existing DOT organizational structure.

Seven major elements of DOT have a role in carrying out the remaining airline economic regulatory functions:

- The Office of Governmental Affairs is responsible for airline consumer protection matters, including consumer assistance and consumer protection regulations.
- The Research and Special Programs Administration oversees airline data collection and dissemination.
- A newly established Office of Essential Air Service administers the Essential Air Service Program.
- The Office of Policy and International Affairs is responsible for airline economic licensing, international aviation matters, antitrust functions, and the employee protection program.
- The Office of the General Counsel provides legal support for the transferred airline functions, including enforcement, litigation, rulemaking, documentary services, and advice to decisionmakers.
- The Office of Administration includes a new Office of Hearings, which is staffed by administrative law judges who conduct oral evidentiary hearings.
- The Office of the Inspector General provides auditing services for the Essential Air Service Program and other airline economic program functions.

Airline Deregulation

The Airline Deregulation Act of 1978 set a sunset date of December 31, 1984 for the Civil Aeronautics Board (CAB) and established a free market for U.S. airline service. Historically, the air carrier industry was regulated as a public utility to protect the industry in its infancy and to ensure an orderly expansion of air services.

In the Act, Congress also stipulated that a continuous and convenient system of air transportation to the nation's small and medium size communities must be maintained. This guarantee, along with a series of transitional provisions in the Act, recognized the role regional airlines will play in the future development of the nation's air transportation system.

Increased Aircraft Size

Because the Airline Deregulation Act (and subsequent Civil Aeronautics Board action) permitted regionals to operate aircraft with up to 60 seats and a payload capacity of 18,000 pounds, these carriers were able to operate more efficiently. This development, which allowed carriers to match the most economical airplanes to their market requirements, spurred a worldwide revolution in new aircraft development. Today, a series of new generation of light transport aircraft designed for economy and comfort are being put into service by the regional airlines.

Essential Air Service

Another key component of the Airline Deregulation Act was the guarantee of essential air service (EAS) to small and medium size communities. The Essential Air Service program provides for a continuation of air transportation for 10 years to all cities certificated on the date of the Act's enactment into law, October 24, 1978.

A community becomes eligible for an essential air service determination when the next to the last air carrier proposes to eliminate all, or most of its scheduled air service to that point. The DOT then determines, on the basis of historic information, the minimum level of air service necessary to provide adequate community access to the national air transportation system. A maximum is also placed on the guarantee, assuming that communities generating certain levels of passengers will be able to attract needed and self-sufficient air service.

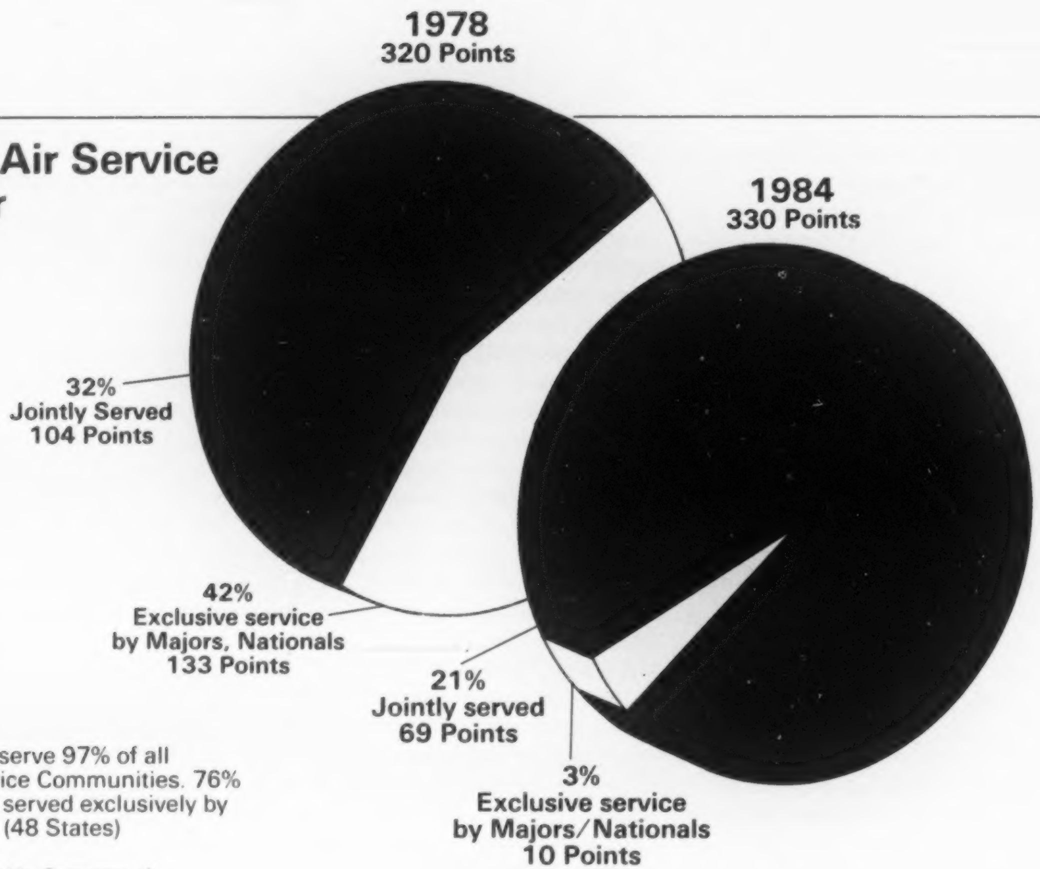
If the last remaining air carrier proposes to withdraw all or substantially all air service, the DOT immediately must seek a replacement carrier willing to provide service at the minimum essential level of air transportation for that community. If the DOT is unable to secure a replacement carrier, the incumbent airline is required to maintain minimum service until a suitable replacement carrier can be found.

The importance of regional airlines in servicing essential air service communities is underscored by the fact that 320 or 97 percent of the EAS communities in the United States (except Alaska) rely on regionals for their essential air service.

Subsidy for Essential Air Service

Closely linked to the Essential Air Service program is a subsidy assistance program which is designed to compensate air carriers for losses incurred in providing service to eligible communities. The 1986 Fiscal Year Federal Budget proposes to eliminate this subsidy program. This subsidy program has been used for two purposes:

Essential Air Service by Carrier

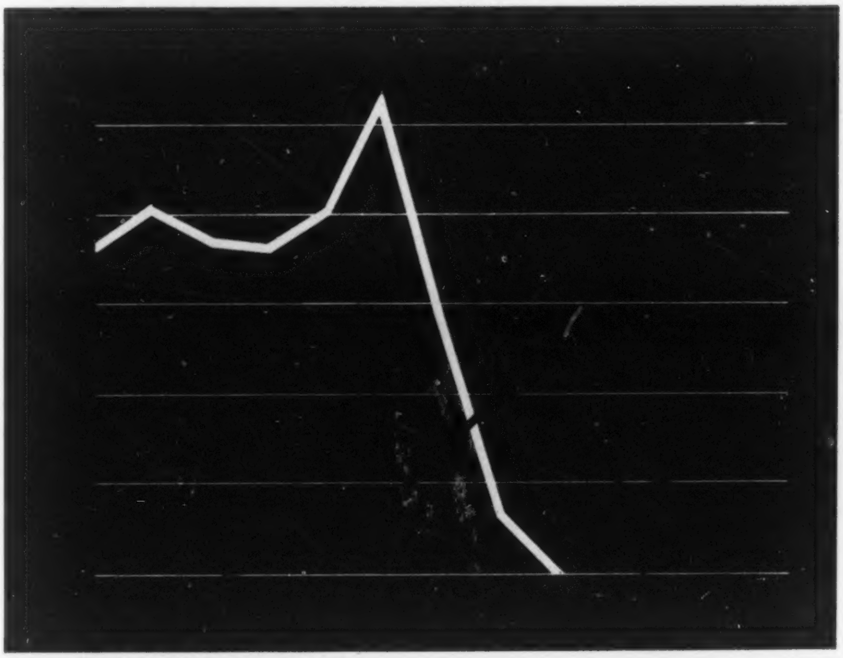


Regional Airlines serve 97% of all Essential Air Service Communities. 76% of EAS Points are served exclusively by Regional Airlines. (48 States)

Charts derived from table: Summary of Passenger Service by State

Subsidy Payments Section 406 vs. Section 419

Year	Section 406 Subsidy (000)	Section 419 Subsidy (000)
1950	35.0	—
⋮	⋮	⋮
1976	72.5	—
1977	82.2	—
1978	73.9	—
1979	72.1	0.5
1980	80.1	9.0
1981	106.7	15.0
1982	55.1	26.0
1983	13.5	39.8
1984	-0-	36.0
1985	-0-	25.0
1987	-0-	15.0
1988	-0-	-0-



Source: Regional Airline Association

To attract new service: The subsidy program may be used to secure replacement services at eligible essential air service communities that otherwise cannot sustain economic service. Under this provision, the DOT may solicit proposals from carriers seeking to serve a community which specifies the volume and quality of service that is to be provided at a certain rate of subsidy. The DOT is authorized to pay subsidy only to the extent necessary to secure reliable air service. Few essential air service communities require subsidy today. At those communities that continue to require financially assisted air service, the subsidy is substantially lower than that paid to the existing jet carrier.

To sustain service: If the DOT is unable to secure or delayed in securing a replacement air carrier at an eligible point, the incumbent carrier becomes eligible for compensation for any losses incurred while it is required to maintain mandated levels of air service to that community.

New Mail Contracts

by R. Bruce Keiner, Jr.
Crowell and Moring

Facing a January 1, 1985 deadline to begin the carriage of mail by air under a radically different contracting system, the United States Postal Service and the airlines spent most of 1984 negotiating the appropriate terms and conditions for the new contracts. In 1982 and 1983, the Postal Service developed its own plans for the movement of mail focused on ways in which a transportation system could be built around Postal Service needs instead of building the Postal Service system around airline schedules. At the same time, the Postal Service was increasing the automation of its own systems and developing automated methods to keep track of airline performance under the new contracts.

This fundamental change in carriage of mail by air arose because of changes made in the Airline Deregulation Act of 1978 which, like many of the other provisions, became effective January 1, 1985. The Deregulation Act transfers the authority of the Civil Aeronatics Board "with respect to the determination of the rates for the carriage of mails in interstate and overseas transportation" to the Postal Service and requires that "such authority shall be exercised through negotiations or competitive bidding." As it approached the challenge of developing a new system for negotiations or competitive bidding by air carriers, the Postal Service took a hard look at its entire air transportation system and decided that with contract authority in hand it could make significant improvements in the carriage of mail by air. As a result, many of the contract provisions proposed to the airlines by USPS were as new to the airlines which had been carrying mail for years as they were to the regional/commuter and other carriers which had not been actively involved in the carriage of mail.

Industrywide conferences between airline representatives and the Postal Service began when more than 100 airline representatives of regional/commuter carriers gathered at the Stouffer's Inn in Denver October 31–November 3, 1983 to hear the Postal Service explain the terms of its proposed air transportation contract, which would cover over $500 million in air transportation purchased annually by the Postal Service. The meeting had been organized for the Postal Service to get airline views on the contract provisions and to encourage airlines to submit bids.

The Postal Service proposal included two basic types of contracts. Segment contracts obligated the carrying airline to provide pickup from one point within a specified time period and delivery to another point no later than a specified time, and the contract specified the minimum poundage for which the Postal Service would pay and the maximum poundage the airline would be obligated to carry by segment "window." System contracts, on the other hand, provided rates at which the airline agreed to carry mail anywhere on its system on a priority basis upon tender by the Postal Service.

Many of the airline representatives attending the meetings expressed concern about various contract provisions, including segment contract terms which would have effectively required airlines to continue operating flights within specified hours between a specific origin and destination for the entire 2-year term of the contract, with no allowance made for subcontracting, and those which would have imposed substantial penalties on the airlines without any adequate means of determining who was at fault for a problem. Although the Postal Service indicated it would not change the basic features of its mail contracting program, it said it would be willing to change some of the terms in the contract if changes were required to secure a sufficiently large pool of bidders.

In January 1984, the Postal Service advised interested parties that it had taken various steps to alleviate airline concerns. Specifically, it narrowed the minimum/maximum volume ranges, which also meant that more mail would be moving under system contracts when segment contracts were fully utilized.

To explain the revised contract terms and discuss planned operations under the contracts, the Postal Service organized a meeting in Rosslyn, Virginia on January 31, 1984, which drew fewer participants than the Denver meeting. The new contract proposal limited liability for damages, specified damages for default, allowed substitute service on liberalized terms, and provided three separate system contract rates. System Rate A provided priority boarding after passengers and baggage between points where no carrier has a segment contract, System Rate B provided space made available voluntarily by the carrier at the time the traffic was offered by the Postal Service, and System Rate C was for priority boarding after passengers and baggage between points where some carrier had a segment contract (and system contracts were therefore less likely to be utilized regularly).

Bids were submitted to the Postal Service by April 2, 1984, and postal personnel were faced with the formidable task of analyzing bids for hundreds of segments from dozens of airlines in time to issue contracts by the September 1984 target. While the Postal Service was analyzing the airline proposals, it was also required to explain its program to the House Post Office and Civil Service Subcommittee on Postal Personnel and Modernization in response to complaints by some of the major airlines that the Postal Service contracts were unfair and mail delivery would be inhibited if they were implemented.

Nonetheless, by mid-September the Postal Service had announced the award of mail contracts for nearly 2,000 route segments as well as system contracts to over *50* air carriers.

Among the regional/commuter carriers receiving segment mail contracts in the initial round of bidding were Crown Air, Empire, North Continent, Precision, Prinair, SMB Stage Line, Summit, Western Pacific and Horizon. These carriers and others also received "system" contracts for transportation of mail, generally at higher rates, on any segments in their systems when the Postal Service cannot meet its needs with segment contracts. Although the Postal Service had originally expected to move about 90% of the mail on segment contracts, it now appears that only about 65% will be moving on these contracts, with the remainder moving on system contracts.

To meet its needs for expedited movement of small volumes, much of which is express mail, and to seek new bids on segments where no bids were accepted in the initial round, the Postal Service asked for new bids on 1,875 segments in November 1984. Joining the ranks of successful bidders for segment contracts in that round were commuters Scheduled Skyways, Cohlmia Aviation, American Central Airlines, Executive Airlines, Wheeler Airlines, and Cascade.

Several commuters are planning large expansions to carry mail. With a fleet of five Cessna 310's based in Pennsylvania, Flight Group won a total of 59 segment contracts; Western Pacific, a three-year-old airline in California, won a potential $4.2 million in contracts and plans to expand its fleet of Metro IIIs and add larger aircraft to carry the traffic; and North Continental Airlines, a two-year-old California cargo commuter, won 29 segment contracts which could generate over $2 million in revenues if maximums are hit on all segments.

With carriers large and small changing routes, declaring bankruptcies and ceasing operations for one reason or another, the Postal Service in December anticipated that it might need to issue emergency contracts to move the mail in January and beyond, so it asked interested carriers to indicate the states in which they would like to originate traffic on a temporary, emergency or even a long-term basis. As a result, there may yet be opportunities for mail carriage still open to those who did not participate in the bidding process originally.

American Airlines, disgruntled that United Air Lines received far more mail contracts than American did, filed a protest with the Postal Service which continues to be denied within the Postal Service contract review system, and more litigation is bound to result from disputes between the airlines and the Postal Service on contract awards and enforcement issues.

As 1984 drew to a close, the Postal Service and the airlines viewed with some trepidation the simultaneous commencement of new Postal Service programs for handling the mail and implementation of the contracts for air transportation. The inevitable glitches and snafus faced all parties at the beginning of 1985, and the Postal Service temporarily exempted the carriers from fines for performance failures until the Postal Service's automated systems and the carriers' procedures became efficient enough to meet the established service standards. In addition, the Postal Service began issuing emergency contracts to keep the mail moving. While local negotiations with the Postal Service to work out the operational details continue, airlines may ultimately find themselves in major disputes with the Postal Service, which is bound to lead to an education on the extraordinary legal issues which arise from government contracts, which may be as baffling to lawyers who do not normally deal with government contracts as they are to their clients.

The Saab-Fairchild 340 offers the most complete support program of any regional airliner.

The airliner for today's operator

Your success depends on aircraft that fly dependably and economically. The Saab-Fairchild 340 program is designed to meet your needs today—and tomorrow. This new generation twin turboprop is backed by a total product support program unparalleled in the regional airline market. And all for one purpose: to make your operation as cost-effective and reliable as possible.

Saab-Fairchild provides on-site service technicians to train your staff in proper maintenance procedures.

Intelligent design reduces maintenance

The 340's combination of new technology and simplified design keeps you flying. For example, all powered control surfaces have been eliminated. The Saab-Fairchild designers have simplified electrical, hydraulic, and environmental control systems.

The result: reduced maintenance. You'll need fewer tools and less time to perform routine operations. Built-in test equipment makes troubleshooting fast and easy. This all means less ground time for the aircraft and better dispatch reliability for you. That's a lifetime payoff for an aircraft designed for 45,000 flight hours and 90,000 landings.

Maximum passenger comfort

Superior design enables the 340 to offer an extremely flexible cabin layout. Although built for demanding operation under FAR Part 121, the 340 is the *only* regional turboprop certificated to operate under FAR Part 135 as well. It's the aircraft for today and tomorrow.

The 340 offers ample carry-on space, plenty of legroom, and options

(photo opposite) ***A Saab-Fairchild exclusive: Two state-of-the-art flight simulators.***

such as a full galley. Superior engineering makes the 340 remarkably quiet. Add the 340's pressurization of 7.0 psi and you'll provide your passengers with the smoothest, most comfortable ride available on any new generation turboprop.

Flight simulator training—a 340 exclusive

Your operations staff and flight crews will benefit from the best training program of any new generation turboprop manufacturer. Complete flight crew instruction, including our exclusive full-motion flight simulator training, accompanies every purchase. Recurrent simulator training and complete cabin crew instruction are also available.

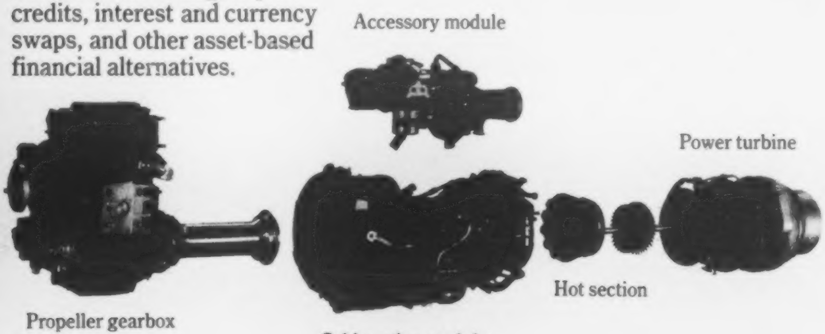
Only Saab-Fairchild offers comprehensive simulator training for your flight crew—as standard.

Round-the-clock spares availability

Saab-Fairchild customer support has one mission—to keep your 340's flying. Spares for the 340 can be dispatched from our two fully-stocked facilities 365 days a year. We're committed to providing replacements as rapidly as possible, with immediate shipment and expedited service.

Custom financing makes it affordable now

Whether you purchase or lease, you'll receive a financing plan that's tailored to your individual operation. The Saab-Fairchild Finance Corporation, our captive financing group with resources in excess of $120 million, can help you obtain the most attractive terms with your 340 purchase. We can show you how to benefit from leasing, export credits, interest and currency swaps, and other asset-based financial alternatives.



The GE CT7 family's modular design increases ease of maintenance.

Buy with confidence

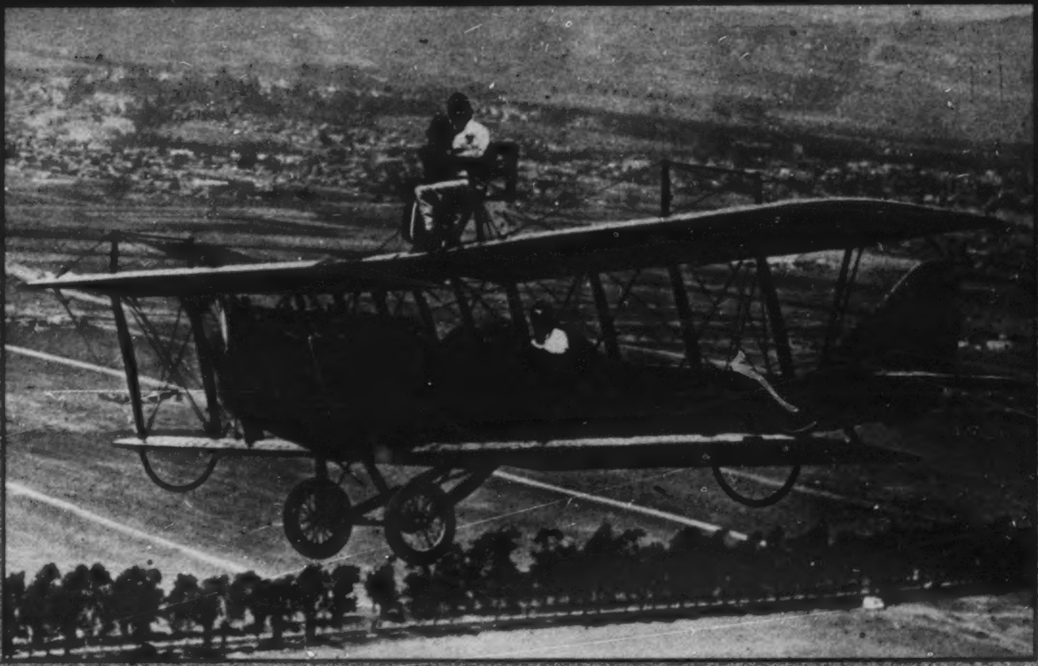
Two aerospace leaders, Saab-Scania and Fairchild Industries, with combined resources of over $6 billion, are fully committed to the 340 program. We've developed the best regional aircraft and we stand behind it.

When you compare our overall performance, extensive guarantees and warranties, full product support, and excellent financing, no one offers a more comprehensive airliner program than Saab-Fairchild International.

For more information, contact
Saab-Fairchild International,
Washington Dulles International
Airport, Box 17188, Washington, D.C.
20041. Telephone (703) 661-8422.

Tomorrow's technology today

Saab-Fairchild
340



A Relaxed Attitude Toward Aviation Insurance Can Leave You In An Awkward Position

Today's aviation is a high-risk business. Certainly not one to be treated lightly.

When considering aviation insurance, it's vital to select an insurance broker who is an aviation specialist.

Bayly, Martin & Fay, Inc. can obtain for your company the most comprehensive risk management program at the most competitive premium rate for your type of exposure.

BMF serves fixed and rotary wing operators in private, corporate and commercial aviation as well as flight schools, fixed base operators, ag aviation operations...airframe, engine, accessory, avionics and components manufacturers ... aviation trade associations like HAI, NATA, RAA ... airport and heliport operators.

Bayly, Martin & Fay, Inc. brokers all lines of coverage including Aircraft Hull and Liability, Contractual Liability, Personal Injury Liability, Inflight Hangarkeeper's Liability, Workers' Compensation, Group Pension and Medical Benefits, Aircrew Loss of License and Foreign Risks ... in addition to all types of non-aviation insurance coverages.

For information, call any of our regional aviation offices and let us prove how seriously we take your aviation insurance business.

BMF

Bayly, Martin & Fay, Inc.

International Aviation Insurance Brokers

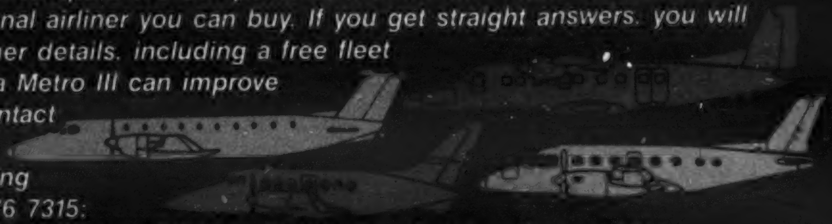
Bayly, Martin & Fay, Inc. Aviation Offices: ANCHORAGE: 1031 West Fourth Avenue, Pouch 7-502, Anchorage, Alaska 99510, 907/276-5617; BALTIMORE: 2 Hamill Road Suite 246, Village of Cross Keys, Baltimore, Maryland 21210, 301/435-0500; LOS ANGELES: 3200 Wilshire Boulevard, 15th Floor, Los Angeles, California 90010, 213/386-8120; PHILADELPHIA: 1700 Market Street, Philadelphia, Pennsylvania 19103, 215/561-5700; SEATTLE: 2001 6th Avenue, Suite 1050, Seattle, Washington 98121, 206/682-3980.

METRO...
THE PROVEN LEADER OF THE PACK

Successful regional airlines have proven Metro 19-passenger airliners in that tough. competitive environment Before you buy. compare the candidates—ask these questions:

Which 15-19 Passenger Airliner offers:	METRO	#1	#2	#3	#4
1.) Best fuel efficiency	✓	–	–	–	–
2.) Highest cruise speed	✓	–	–	–	–
3.) Sea-level cabin to 16.800 ft	✓	–	–	–	–
4.) Widest seat with most elbow room. window for each passenger. unobstructed aisle	✓	–	–	–	–
5.) Most baggage cargo space and loading flexibility	✓	✓	–	–	–
6.) Large cargo door. separated from passenger airstair door	✓	✓	–	–	✓
7.) Quick-change passenger cargo interior	✓	✓	–	–	–
8.) Best tested structure. 15 years proven in service	✓	–	–	–	–
9.) Optional power plants. Garrett or Pratt & Whitney	✓	–	–	–	–
10.) Greatest percent of regional airline seat capacity	✓	–	–	–	–

No matter how you compare the competitors. the Fairchild Metro III is the best 15-19 passenger regional airliner you can buy. If you get straight answers. you will buy the best. For further details. including a free fleet analysis showing how a Metro III can improve your profit potential. contact Mr. Earl Morton. Vice President. Airline Marketing at (512) 824-4262: Telex: 76 7315: or write Fairchild Aircraft Corporation. P.O. Box 32486. San Antonio. Texas 78284.



FAIRCHILD
AIRCRAFT CORPORATION

The fastest growing commuter engine manufacturer isn't who you think it is.

In just over two years, the number of commuter airlines flying the Garrett TPE331 really has taken off.

In fact, it has doubled.

With 23 new airlines in the last six months alone.

What's more, the number of flight hours per aircraft also has climbed steadily. Accumulating two million operating hours per year. And providing operators with more than 15,000 hours between unscheduled removals to help achieve today's high levels of dispatch reliability.

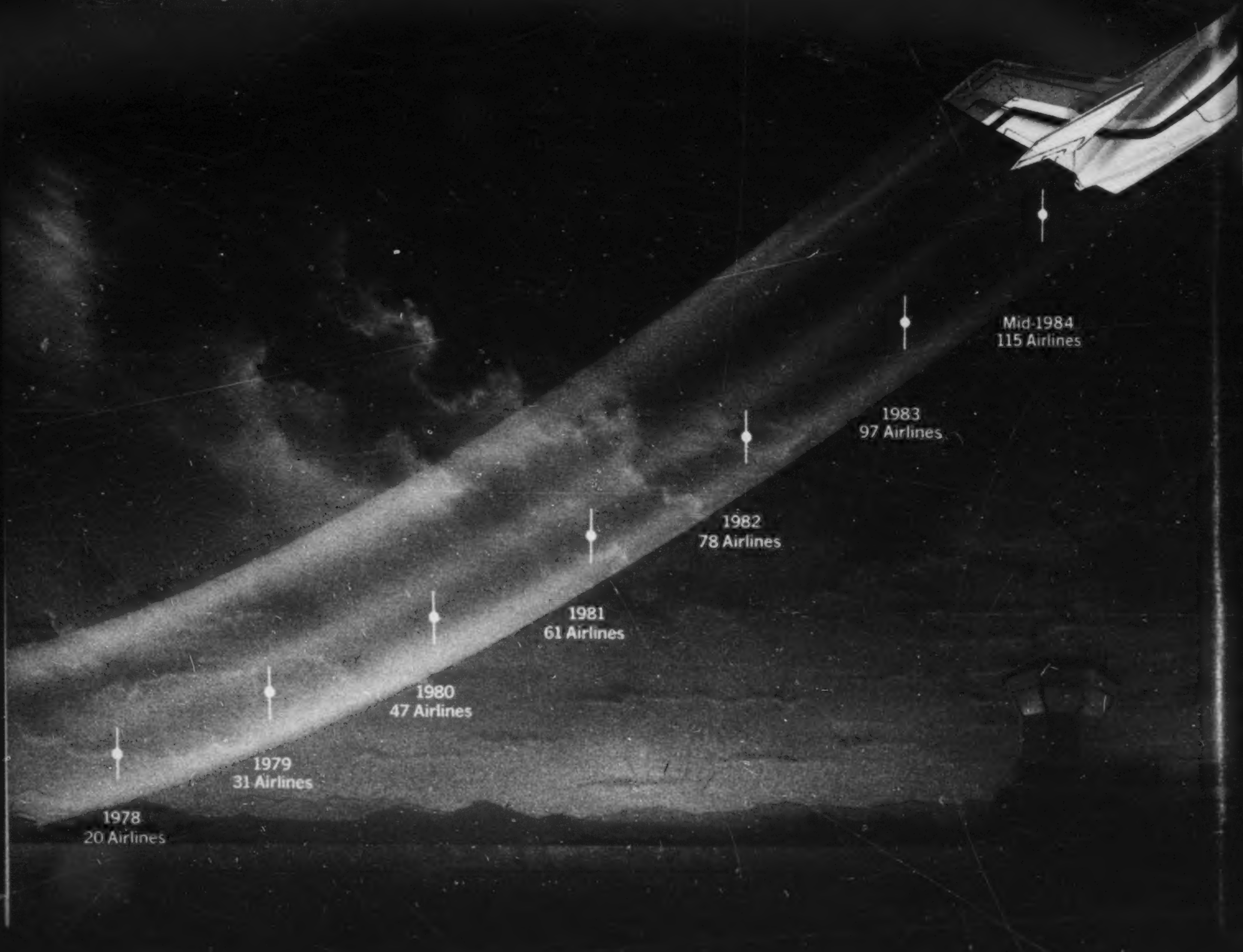
Of course, the acceptance of the TPE331 as a proven power plant for commuter airlines had substantial help from high places. From names like British Aerospace, CASA, Dornier, and Fairchild. Their efficient airframes, powered by our fuel-efficient turboprop. A marriage from which everyone profits.

Another convincing reason why more and more TPE331's are getting off the ground, is something Garrett does for a commuter airline's bottom line. Through our policy of continuing support, we constantly work to drive down the cost of flying.

Find out how total support from Garrett can boost your revenues by lowering your operating costs. Contact: Propulsion Engine Sales, Garrett Turbine Engine Company, P.O. Box 5217, Phoenix, AZ 85010. Or call: (602) 231-2029.

GARRETT

GARRETT The Garrett Corporation
One of The Signal Companies



Aircraft

Aircraft

Aircraft

Total aircraft in regional passenger service increased by 199 to 1747 aircraft over the past year. That represents an estimated 17 percent rise in industry lift capacity based on the seat configuration and average utilization of the aircraft in service. Total fleet flying hours in revenue service increased by 14 percent to 2.76 million.

Another continuing trend in the regional airline fleet, is the consolidation around key make-model aircraft. Just eleven aircraft accounted for 80 percent of the industry's seat capacity.

Turboprop aircraft seating 15 to 30 seats continued to post the greatest gains in the fleet. Such aircraft now account for approximately 54 percent of total industry lift capacity. The Fairchild Metro (19 seats), the Shorts SD3-30/SD3-60 (30-36 seats) and the Fokker F-27 series (44-50 seats) aircraft were respectively the top three aircraft in U.S. regional airline use in 1984.

Top Regional Passenger Aircraft 1984

Fairchild (Swearingen) Metro (all models)	13.6	191	420.1
Shorts SD3-30/3-60	11.0	88	199.3
Fokker/Fairchild F-27 series	8.3	55	106.2
de Havilland Dash 7	7.6	38	89.0
deHavilland Twin Otter	7.5	114	233.5
Embraer Bandeirante	7.3	111	240.9
Convair 580/600/640	6.0	54	79.7
Beech Model 99	5.9	119	232.1
Nihon YS 11	5.3	27	53.7
Fokker F-28	4.1	12	29.2
Cessna 402	3.4	212	250.2
All Others in Service	**20.0%**	**726 (42%)**	**1,830.2 (30%)**

Source: Regional Fleet Airline Association 3/8/85

Aircraft in Regional Airline Passenger Service

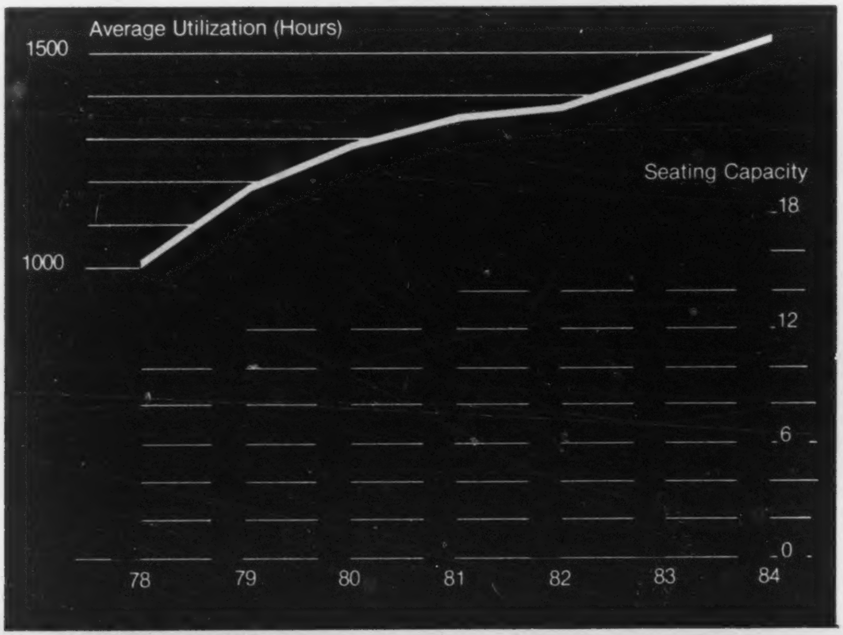
Comparison of Aircraft Seating Capacity
by Fleet Size, Hours Flown and Revenue Passenger Miles
1978 versus 1984

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Aircraft in Active Fleet:						
1978	667	270	72	22	16	**1,047**
1984	721	610	165	189	62	**1,747**
% Chg	+ 8%	+ 126%	+129%	+ 759%	+288%	**+ 67%**
Hours Flown (000s):						
1978	566	474	57	23	11	**1,131**
1984	739	1,262	333	341	88	**2,764**
% Chg	+ 31%	+ 166%	+484%	+1,382%	+700%	**+ 114%**
Revenue Pax Miles in % of Total Shown:						
1978	22%	58%	13%	6%	1%	**1.28 bil**
1984	7%	37%	16%	29%	11%	**4.17 bil**
% Chg						**+ 226%**

(Other*) includes helicopters and jets

Notes: Some percentages do not add up due to rounding.
1978 data estimated from CAB reports of commuter activity.
1984 data derived from the RAA Annual Survey of Air Carriers.
Source: Regional Airline Association 3/8/85

Passenger Aircraft Utilization and Seating Capacity



Source: RAA Fleet Analysis

Passenger Aircraft by Manufacturer and Type

Manufacturer	Piston Single-	Engine Multi-	Turbo-prop	Jet	Heli-copter	Aircraft total
Aerospatiale	*	*	15	*	5	20
Beech	2	14	147	*	*	163
Bell	*	*	*	*	18	18
British Aerospace	*	*	30	13	*	43
Britten-Norman	*	48	*	*	*	48
Cessna	126	229	4		359	
CASA	*	*	20	*	*	20
Convair	*	1	54	*	*	55
deHavilland	33	5	152	*	*	190
Douglas	*	22	*	*	*	22
Embraer	*	*	111	*	*	111
Fairchild (Swearingen)	*	*	193	*	*	193
Fokker	*	*	55	13	*	68
Grumman	*	20	18	*	*	38
Martin	*	12	*	*	*	12
Nihon	*	*	27	*	*	27
Piper	56	175	8	*	*	239
Shorts	*	*	88	*	*	88
Misc*	2	2	16	1	12	33
[redacted]						

***Misc.—Aero Commander (6); Dornier (4); Hughes (2); Helio (2); IAI (4); Lear (1); Mitsubishi (4); Sikorsky (6); Westland (4).**

Aircraft in Regional All Cargo Operations, 1983

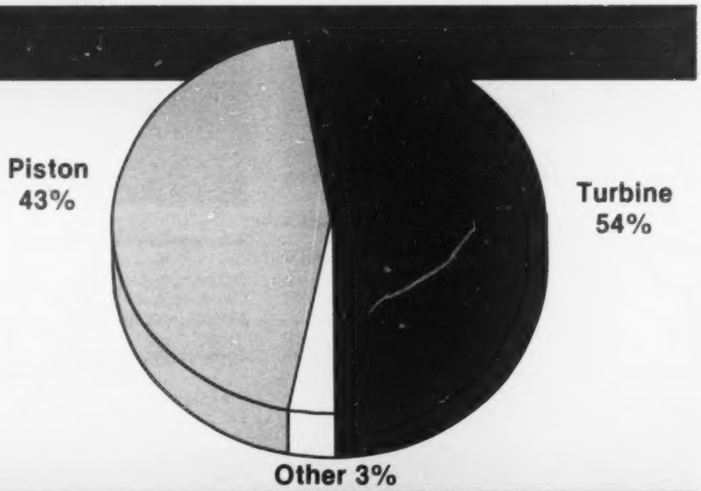
[redacted]					
Beech	2	32	1	—	35
C.A.S.A.	—	—	12	—	12
Cessina	4	7	—	—	11
Convair	—	—	24	—	24
Fairchild	—	—	15	—	15
Piper	11	35	—	—	46
Misc.*	2	11	7	2	21
Total Aircraft	**22**	**85**	**59**	**2**	**168**
Estimated Annual Flight Hour Utilization (000s)	**16.9**	**62.9**	**72.9**	**1.8**	**153.1**

***Misc. Aircraft:** Canadian (2), deHavilland (7); Douglas (9); Lear (1); Mitsubishi (2); Nihon (3); Shorts (1)

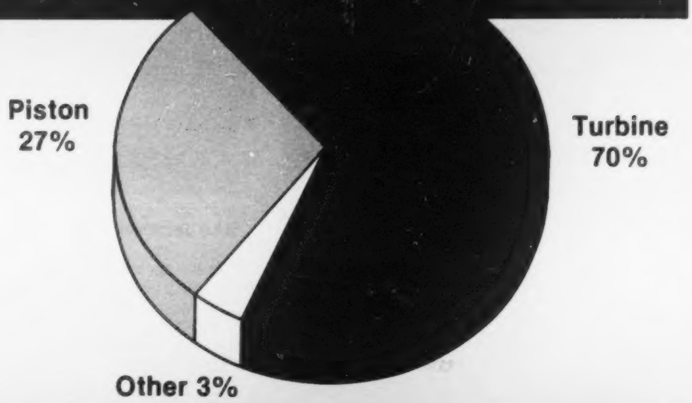
Source: RAA Annual Survey

Percentage of Fleet by Seating Capacity and Engine Type

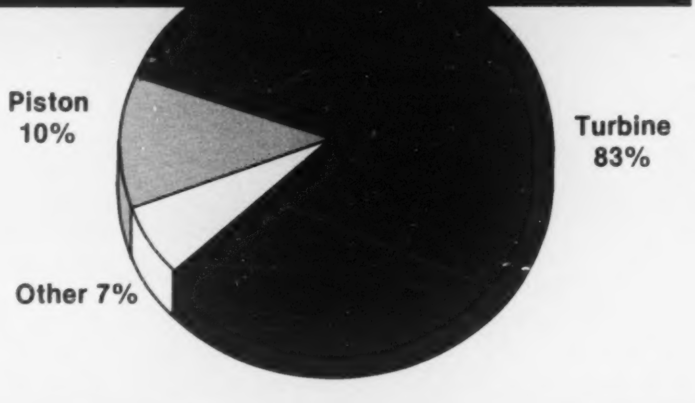
	Percentage of Total Fleet
All Single Engine	12.6
Multi-Engine (seating capacity)	
1-9	28.7
10-20	35.0
21-30	9.2
30 +	11.0
Other*	3.5



	Percentage of All Hours Flown
All Single Engine	6.9
Multi-Engine (seating capacity)	
1-9	19.9
10-20	45.7
21-30	11.7
30 +	12.6
Other*	3.2



	Percentage of Available Seats
All Single Engine	1.5
Multi-Engine (seating capacity)	
1-9	7.2
10-20	38.6
21-30	16.6
30 +	28.7
Other*	7.4



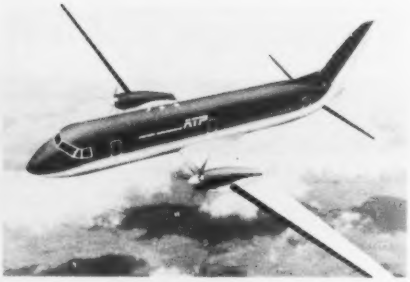
*Other includes Helicopters and Jets

Aircraft

Picture Directory

Aerospatiale/Aeritalia ATR-42

Passenger capacity	46
Cruising speed (knots)	275
Maximum take-off weight (pounds)	34,720
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	1985



BAe ATP (Advanced Turboprop)

Passenger capacity	64
Cruising speed (knots)	260
Maximum take-off weight (pounds)	48,700
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	1987

BAe Jetstream 31

Passenger capacity	19
Cruising speed (knots)	240
Maximum take-off weight (pounds)	15,210
Type of powerplant	Garrett
Pressurization	Yes

BAe 748

Passenger capacity	48
Cruising speed (knots)	244
Maximum take-off weight (pounds)	46,500
Type of powerplant	Rolls Royce
Pressurization	Yes

BAe 146-100

Passenger capacity	82/93
Cruising speed (knots)	425
Maximum take-off weight (pounds)	82,250
Type of powerplant	Avco Lycoming
Pressurization	Yes

BAe 146-200

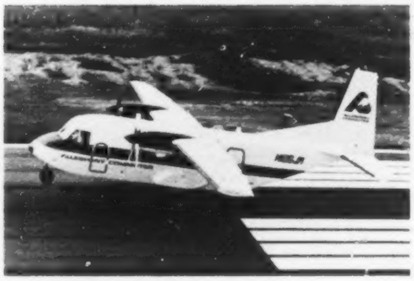
Passenger capacity	100
Cruising speed (knots)	425
Maximum take-off weight (pounds)	89,500
Type of powerplant	Avco Lycoming
Pressurization	Yes

Beech C99 (BE-99)

Passenger capacity	15
Cruising speed (knots)	248
Maximum take-off weight (pounds)	11,300
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Beech 1900

Passenger capacity	19
Cruising speed (knots)	235
Maximum take-off weight (pounds)	16,600
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



CASA (C-212-200) Commuter

Passenger capacity	26
Cruising speed (knots)	187
Maximum take-off weight (pounds)	16,975
Type of powerplant	Garrett
Pressurization	No

Cessna Caravan

Passenger capacity	9
Cruising speed (knots)	184
Maximum take-off weight (pounds)	7,300
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Cessna 402 (CE-402)

Passenger capacity	8
Cruising speed (knots)	174
Maximum take-off weight (pounds)	6,850
Type of powerplant	Teledyne Continental
Pressurization	No

Cessna 404 Titan

Passenger capacity	9
Cruising speed (knots)	193
Maximum take-off weight (pounds)	8,400
Type of powerplant	Teledyne Continental
Pressurization	No

Convair 580/600

Passenger capacity	44
Cruising speed (knots)	260
Maximum take-off weight (pounds)	30,275
Type of powerplant	Allison/Rolls Royce
Pressurization	Yes

deHavilland (DHC-6) Twin Otter

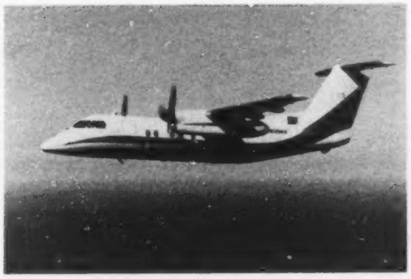
Passenger capacity	19
Cruising speed (knots)	182
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	No

deHavilland (DHC-7) Dash 7

Passenger capacity	50
Cruising speed (knots)	228
Maximum take-off weight (pounds)	44,000
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

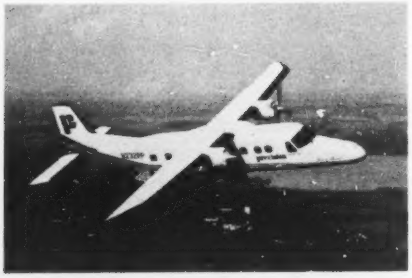
Aircraft

Picture Directory



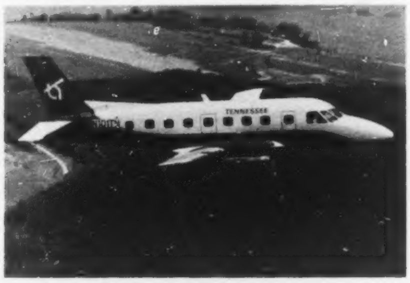
deHavilland (DHC-8) Dash 8

Passenger capacity	36
Cruising speed (knots)	268
Maximum take-off weight (pounds)	33,000
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	1985



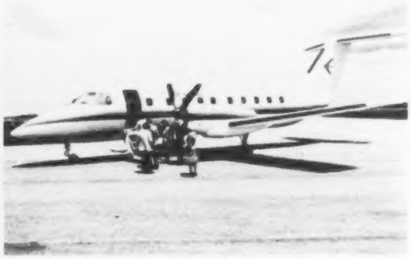
Dornier 228-100*

Passenger capacity	15
Cruising speed (knots)	226
Maximum take-off weight (pounds)	12,566
Type of powerplant	Garrett
Pressurization	No



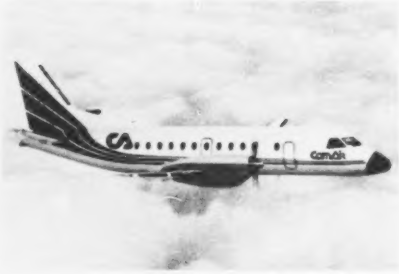
Embraer (EMB-110) Bandeirante

Passenger capacity	18
Cruising speed (knots)	220
Maximum take-off weight (pounds)	13,007
Type of powerplant	Pratt Whitney Canada
Pressurization	No



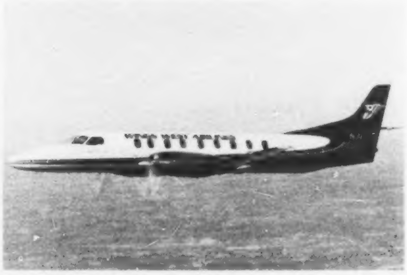
Embraer (EMB-120) Brasilia

Passenger capacity	30
Cruising speed (knots)	294
Maximum take-off weight (pounds)	23,810
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	1985



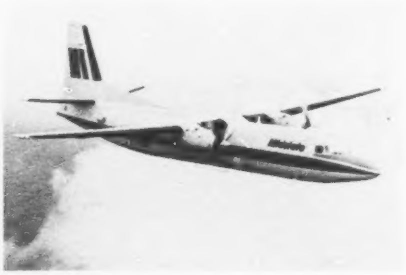
Fairchild/Saab 340

Passenger Capacity	35
Cruising Speed (knots)	273
Maximum take-off weight (pounds)	27,000
Type of powerplant	General Electric
Pressurization	Yes



Fairchild (SA-227-AC) Metro III

Passenger capacity	19
Cruising speed (knots)	264
Maximum take-off weight (pounds)	14,500
Type of powerplant	Garrett/PTW
Pressurization	Yes



Fokker F 27

Passenger capacity	50
Cruising speed (knots)	259
Maximum take-off weight (pounds)	45,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker F 28 Mk4000

Passenger capacity	85
Cruising speed (knots)	447
Maximum take-off weight (pounds)	73,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker 50

Passenger capacity	50
Cruising speed (knots)	289
Maximum take-off weight (pounds)	41,900
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Est. Delivery Date	Mid-1986

Fokker 100

Passenger capacity	107
Cruising speed (knots)	.75 M
Maximum take-off weight (pounds)	91,500
Type of powerplant	Rolls Royce
Pressurization	Yes
Est. Delivery Date	Mid-1987

Nihon YS-11

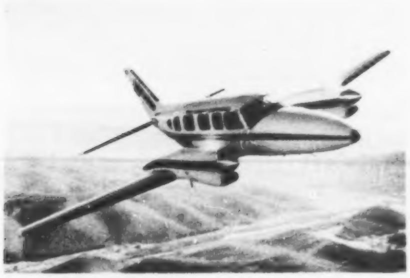
Passenger capacity	58
Cruising speed (knots)	250
Maximum take-off weight (pounds)	55,100
Type of powerplant	Rolls Royce
Pressurization	Yes

Pilatus B-N (BN2B-20) Islander

Passenger capacity	8
Cruising speed (knots)	140
Maximum take-off weight (pounds)	6,560
Type of powerplant	Avco Lycoming
Pressurization	No

Piper PA-T1020

Passenger capacity	9
Cruising speed (knots)	211
Maximum take-off weight (pounds)	7,000
Type of powerplant	Avco Lycoming
Pressurization	No



Piper PA-T1040

Passenger capacity	9
Cruising speed (knots)	238
Maximum take-off weight (pounds)	9,000
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Shorts 330

Passenger capacity	30
Cruising speed (knots)	189
Maximum take-off weight (pounds)	22,900
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Shorts 360

Passenger capacity	36
Cruising speed (knots)	217
Maximum take-off weight (pounds)	26,000
Type of powerplant	Pratt Whitney Canada
Pressurization	No

36th PARIS AIR SHOW
30 may - 9 june 1985
MEETING - PLACE: CHALET A 26

LESS FUEL.
MORE COMFORT.
LESS COST.
MORE SPACE.
LESS NOISE.

AT 06

The ATR 42 is a brand-new, short-haul, fuel-efficient, widebody, advanced-technology turboprop specifically designed to meet the needs of regional airlines in the mid-eighties and on into the twenty-first century.

In other words, it's faster, quieter, bigger, wider, more comfortable and despite all these advantages cheaper to operate.

An achievement reached through new technology. Through the extensive use of new composite materials. Through computer-aided design and manufacturing. And through benefiting from the advanced research carried out by Aerospatiale for the Concorde and the Airbus, and by Aeritalia for the B767 and the MD80.

We don't claim that on every single feature we're always the best.

We do claim that the ATR 42 represents the optimum combination of design and performance criteria in commuter air transportation.

ATR 42

IN ITS CLASS, THE BEST COMBINATION OF FEATURES ON TWO WINGS.

EUROPEAN COOPERATION BY AEROSPATIALE AND AERITALIA

In USA & CANADA, please call:

AEROSPATIALE AIRCRAFT CORP.
1110. Vermont Ave., N.W., Suite 1220
WASHINGTON D.C. 20005, USA
Tel.: (202) 331.89 80

Aircraft Performance Chart

Reprinted from April *Business and Commercial Aviation*

How to Use the Charts

Another five new aircraft types have joined the fleet in B/CA's hypothetical airline for 1985, although only two of the five can be said to be completely new and one of those, arguably.

The 46-passenger Aerospatiale/Aeritalia/ATR 42 becomes eligible for the "Commuter Charts" when the prototype made its maiden flight at Toulouse in August. The second new type is also part French and is a turboprop derivative of earlier Cessna piston twins—the nine-passenger Caravan II, which in overseas markets may carry up to 12 passengers.

Other new models include "heavy" versions of the Fairchild Metro III and IIIA, both up from 14,500 pounds at the expense of takeoff performance) and the reengined "Super 580," which boasts some impressive productivity factors indeed. Performance data for these new aircraft (except for the Super 580) are preliminary because certification flight testing for each was still being performed at the time these charts were being prepared. Therefore, the data for those airplanes appear under a blue screen.

Incidentally, the average fully equipped prices for the fleet of 31 hold-over types from the 1984 Commuter Charts increased only 4.88 percent. This figure is deceptive, however, because many of the foreign manufacturers did not increase their aircraft prices for 1985 at all due to the extremely high value of the dollar abroad. For the 19 airplanes that did undergo a price increase the average was 7.97 percent.

As in the 1984 charts, we are flying each aircraft over three different mission lengths to demonstrate approximately at which distance the airplane operates best in terms of economy and productivity.

The multiple segments also demonstrate where compromises must be made in payload in order to meet landing weight or zero-fuel weight limits (most of the airplanes are landing-weight-limited over at least the 75-sm segment, which can be determined by subtracting the first-segment block fuel (MF) from the maximum ramp weight and comparing the result with maximum landing weight). The more legs an airplane can complete without refueling, the better the operator's ability to make favorable arrangements for buying and/or tankering fuel. Mission lengths were based on CAB data to reflect realistic short-, medium- and long-haul commuter routes.

Each aircraft is operated over continuous missions of 75,150 and 275 sm (150,275 and 400 sm for jet equipment), under sea level, ISA conditions and within the confines of a 14-hour duty day.

The flight profile for each mission includes 10 minutes for taxi and takeoff, climb, cruise and descent to sea level (landing and taxi-in time is considered part of the tax-out and takeoff time). Each turnaround carries an arbitrary time value of 20 minutes plus an additional 10 minutes should fueling be required—arbitrary in that the result is a fairly realistic annual utilization based on a six-day duty week.

Optimum altitudes were selected on the basis of both speed and economy and are within the practical confines of the ATC system. Each flight segment required fuel reserves for an 87-nm alternate plus 45 minutes, all at cruise power and altitude.

Each mission begins by filling each available passenger seat with 200 pounds to represent both passenger and baggage and, frankly, to penalize the aircraft to the maximum extent possible. Careful attention it paid to landing weight, zero-fuel weight, allowable payload and allowable fuel limitations. For any weight discrepancies, available fuel is reduced to the minimum (plus reserves) for the mission, prior to the removal of any passengers. When a passenger(s) must be removed for such considerations, his seat also is removed for the purposes of that mission profile.

Other assumptions that may require some explanation are the following:

WEIGHTS—If no published zero-fuel weight exists, the aircraft's landing weight is used. The basic operating weight (BOW) includes the equipped (to B/CA and FAR Part 135/121 standards) empty weight of the aircraft plus 340 pounds for two pilots, a 15-pound chart bag, 130 pounds for each required flight attendant and galley stores totaling two pounds per passenger seat for aircraft of more than 19 passenger seats.

PERFORMANCE PARAMETERS—All performance parameters are taken directly from the aircraft flight manual by B/CA staff members, or from the manufacturer's computerized performance data except where noted in the remarks column. Also, unless otherwise noted, all aircraft performance parameters are under sea level, ISA conditions.

SPEEDS—All speeds are listed in knots. Block speed is abbreviated as BS, and MF is used for block fuel; TAS, FF and FL reflect the aircraft's true airspeed, fuel flow and flight level respectively, during the cruise configuration.

PRODUCTIVITY FACTORS—Eight pieces of information regarding each of the three different mission lengths appear in the B/CA productivity columns. In order, this information includes the number of segments each aircraft can be operated without having to refuel, the number of passengers that can be accommodated given existing weight limitations, total engine hours accumulated and the total pounds of fuel burned during the 14-hour duty day. The second column reflects the total number of flight segments, total seat-miles, seat-miles per block hour and seat-miles per pound of fuel as generated by each aircraft within the limits of the same 14-hour day.

Use of these charts should enable an easier process by which each carrier (or prospective carrier) can factor in its own economic data based on its own financial parameters and accounting system as well as the confines of its existing or proposed route system. The charts should also facilitate a comparative economic analysis of available aircraft.

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft)		POWER Engine Pwr. Output PSI	WEIGHTS (lb)			TAKEOFF A/S SL ISA 5,000+20° C VMCA VXSE	CLIMB		LIMITS VNE VA VFE VLO
		External Length Height Span Turn Radius	Internal Length Height Width Bag. Vol/Pass.		Max Ramp Max TO Max Land	Zero Fuel BOW Max Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.		Rate *(fpm)* All Eng. Eng. Out	ALT. *(ft.)* All Eng. Eng. Out	
Pilatus B-N Islander BN2B-26 $366,860	2+8 29.0 hi wing 73.2	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc 0-540-E4C5 260 hp ea. —	6,240 6,200 6,200	6,200 4,469 1,731	780 991 40	1,118 1,725 40 65	1,000 207	15,500 7,000	184 107 88 —
Pilatus B-N Islander BN2B-20 $399,577	2+8 29.0 hi wing 76.0	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc I0-540K1B5 300 hp ea. —	6,600 6,560 6,560	6,300 4,599 1,701	780 1,221 300	1,155 1,806 40 65	1,150 205	19,800 6,300	184 107 88 —
Cessna Utililiner II CE-402C $508,505	2+8 28.0 low wing 74.9	36.4 11.5 44.1 31.0	15.8 4.2 4.7 10.8	2 Cont TSI0-520VB 325 hp ea. —	6,885 6,850 6,850	6,515 4,457 2,058	1,236 1,192 370	3,740 5,145 81 95	1,450 300	26,900 14,800	231 147 175 175
Piper T1020 PA-T1020 $515,740	2+8 31.0 low wing 78.9	34.6 13.0 40.7 29.5	12.6 4.3 4.1 5.4	2 Lyc TI0-540-J2B 350 hp ea. —	7,045 7,000 7,000	7,000 4,897 2,103	636 1,512 45	3,600 4,610 76 104	2,000 632	27,200 14,200	236 160 162 153
Pilatus B-N Turbine Islander BN2T $712,340	2+8 29.0 hi wing 68.2	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 ALL 250-B17C 320 shp ea. —	7,045 7,000 6,800	6,600 4,295 2,305	1,440 1,310 445	1,250 1,900 47 75	1,050 215	25,000 10,200	196 107 88 —
Intl. Aviation Tri-Commutair BN2A $735,000	2+16 30.0 hi wing 79.0	49.2 14.2 53.0 35.4	20.1 3.9 3.6 3.3	3 Lyc 0-540-E4-C5 260 hp ea. —	10,050 10,000 10,000	9,700 6,230 3,470	1,140 2,680 350	1,870 2,400 50 80	940 360	23,000 6,900	182 133 133 —

empire shines with "TEL-TAIL"
Make your logo work . . . night and day
over 100 airlines do
empire

TEL-TAIL Vertical Tail Floodlights provide effective
low cost ADVERTISING and increased SAFETY for night operations.
Contact us for information on TEL-TAIL installations for your fleet.

DE VORE AVIATION CORPORATION
6104-B KIRCHER BLVD. NE • ALBUQUERQUE, NM 87109 • USA•(505) 345-8713 • TELEX-66-0436

CRUISE TAS FF FL	75 sm MISSION Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	75 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	B/CA PRODUCTIVITY FACTORS 150 sm MISSION Stages Fuel No. Pass. Eng. Hrs. Total Fuel	B/CA PRODUCTIVITY FACTORS 150 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	275 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	NOTES Certification Basis Remarks
137 174 050	1 7 7.8 1,224	12 6,300 808 5.15	100 102 050	1 6 10.05 1,72[illegible]	8 7,200 806 4.69	116 192 050	1 6 11.5 1,860	6 9,900 861 5.32	125 310 050	FAR 23,1963 MGTOW 6,60 lbs outside U
140 192 050	1 8 7.6 1,320	12 7,200 947 5.45	103 110 050	1 7 9.6 1,818	9 9,450 984 5.20	122 202 050	1 6 10.8 2,220	6 9,900 917 4.46	130 370 050	FAR 23, 1963
178 195 080	4 8 6.80 1,356	12 7,200 1,059 5.31	115 113 050	3 8 8.40 1,674	9 10,800 1,286 6.45	139 186 080	1 8 10.73 2,135	7 15,400 1,435 7.21	156 305 100	CAR 3, 1964
176 229 050	2 8 8.17 1,764	14 8,400 1,029 4.76	111 126 050	1 8 9.5 2,090	10 12,000 1,263 5.74	137 209 050	1 7 10.97 2,394	7 13,475 1,229 5.63	151 342 050	CAR 3,1966
168 385 080	3 8 7.8 2,418	13 7,800 1,000 3.23	108 186 050	1 8 9.3 2,979	9 10,800 1,161 3.63	126 331 080	1 8 10.2 3,390	6 13,200 1,294 3.89	141 565 100	FAR 23,1965
151 216 050	2 16 8.17 1,596	14 16,800 2,057 10.53	111 114 050	1 16 9.3 1,890	9 21,600 2,323 11.43	126 210 050	1 15 9.5 2,220	6 24,750 2,605 11.15	137 370 050	FAR 23,1965

Embraer EMB120 Brasilia • Engines: Two PW115 turboprops • Passenger capacity: 30 • First flight: 1983 • Production: 1985

PW100 POWER
FOR THE NEW-GENERATION AIRLINERS

UNITED TECHNOLOGIES
PRATT&WHITNEY CANADA

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft)		POWER Engine Pwr. Output PSI	WEIGHTS (lb)			TAKEOFF A/S SL ISA 5,000+20° C VMCA VXSE	CLIMB		LIMITS VNE VA VFE VLO
		External Length Height Span Turn Radius	Internal Length Height Width Bag. Vol/Pass.		Max Ramp Max TO Max Land	Zero Fuel BOW Max Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.		Rate (fpm) All Eng. Eng. Out	ALT. (ft.) All Eng. Eng. Out	
Piper T1040 PA-T1040 $944,810*	2+9 31.0 low wing 75.6	36.7 12.8 41.1 29.5	12.6 4.3 4.1 5.4	2 P & W PT6A-11 500 shp ea. —	9,050 9,000 9,000	7,800 5,167 2,633	1,956 1,927 1,250	3,350 4,300 87 108	1,350 300	24,000 12,900	227 183 174 156
Cessna Caravan II CE-406 $1,200,316	2+9 36 low wing NA	38.0 13.1 49.3 31.5	12.9 4.3 4.8 8.4	2 P&W PT6A-112 500 shp ea. —	9,435 9,360 9,360	8,500 5,621 2,879	3,163 631 935	NA NA 89 102	1,835 396	30,000 16,000	230 183 200 180
U.S. Aircraft Corp. Turbo Exp. DC-3 DC3-TP $1,500,000	3+42 34.0 low wing 74.0/79.5	64.5 17.6 95.0 56.8	41.0 6.6 7.7 6.9	2 P & W PT6A-65R 1,376 shp ea. —	26,900 26,900 26,900	26,500 15,800 10,700	4,966 6,134 400	3,450 4,250 70 NA	1,200 250	20,000 12,500	187 111 135 144
de Havilland Twin Otter DHC-6-300 $1,800,000	2+19 30.0 hi wing 77.4	51.8 19.5 65.0 48.0	18.4 4.9 5.3 6.6	2 P & W PT6A-27 620 shp ea. —	12,508 12,500 12,300	12,300 7,593 4,707	2,583 2,332 208	2,280 3,040 64 79	1,600 340	26,700 11,600	170 136 105 —
Beech C99 BE-C99 $1,842,000	2+15 29.5 low wing 75.9	44.6 14.4 45.9 40.0	18.7 4.8 4.6 4.0	2 P & W PT6A-36 715 shp ea. —	11,380 11,300 11,300	11,300 6,655 4,645	2,466 2,259 80	3,950 5,400 94 91	1,950 540	28,080 14,300	226 169 182 156
Dornier GmbH 228-101 DO-228-101 $1,695,000	2+15 30.0 hi wing 72.3	49.3 15.8 55.7 46.0	20.7 5.1 4.5 4.9	2 AR TPE 331-5 715 shp ea. —	13,250 13,184 12,566	12,213 7,546 4,667	4,156 1,548 1,037	2,700* 4,200 79 66	1,900 500	28,000 14,600	232 150 150 165

INTERNATIONAL AIR ACADEMY, INC.

CUSTOMER SERVICE AGENTS
TELEPHONE SALES AGENTS

Prescreened To Airline Standards • Professionally Trained • *No Fees Charged*

12 WEEKS AIRLINE TRAINING

129 Hours Computer Instruction — C.C.S. "Sonic" System
(includes 20 hours hands-on telephone sales)
43 Hours Airport Operations
44 Hours Tariff/Ticketing

Three Schools for Your Convenience
Call Toll Free 1-800-426-1655 • (in Wash. State) 1-800-562-1617

VANCOUVER, WASHINGTON	ST. LOUIS, MISSOURI	ONTARIO, CALIFORNIA
2901 E. MILL PLAIN BLVD. VANCOUVER, WASHINGTON 98661 (206) 695-2500	2326 MILL PARK DRIVE ST. LOUIS COUNTY, MISSOURI 63043 (314) 429-7860	2980 E. "G" STREET ONTARIO, CALIFORNIA 91764 (714) 989-5222

CRUISE TAS FF FL.	75 nm MISSION Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BG MF FL.	B/CA PRODUCTIVITY FACTORS 150 nm MISSION Stages Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BG MF FL.	275 nm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BG MF FL.	NOTES Certification Basis Remarks
231 564 080	6 9 8.27 3,408	16 10,800 1,306 3.17	126 213 060	3 9 8.8 4,147	11 14,850 1,688 3.58	162 377 080	2 9 10.50 5,877	9 22,275 2,121 3.79	205 653 100	FAR 23,1982 *30-cu ft. cargo pod optional
236 608 100	5 9 7.73 4,080	16 10,800 1,397 2.65	134 255 080	3 9 9.20 5,016	12 16,200 1,761 3.23	170 418 100	1 9 9.73 5,600	8 19,800 2,034 3.54	196 700 100	Cert. Pending All data prelim.
180 797 100	4 42 8.25 6,225	15 47,250 5,727 7.59	118 415 060	2 42 9.17 7,090	10 63,000 6,873 8.89	140 709 080	1 42 10.5 8,253	7 80,850 7,700 9.80	159 1,179 080	STC 1983 CAR 4b FAR 25
182 655 100	1 18 7.37 3,926	13 17,550 2,382 4.47	115 302 080	1 18 9.33 4,360	10 27,000 2,893 6.19	139 436 100	1 16 10.73 5,796	7 30,800 2,870 5.31	156 828 100	CAR 3,1966 SFAR 23,1969
248 756 100	3 15 8.0 4,464	16 18,000 2,250 4.03	130 279 080	1 15 8.62 5,115	11 24,750 2,872 4.83	166 465 100	1 15 9.73 6,344	8 33,000 3,390 5.20	196 793 100	SFAR 23, 1968
231 704 100	5 15 7.73 4,464	16 18,000 2,329 4.03	134 279 060	3 15 9.40 5,724	12 27,000 2,872 4.72	166 477 100	2 15 10.13 6,472	8 33,000 3,257 5.10	189 809 100	FAR 23 SFAR 41,1983 *2,400 pending

Aerospatiale/Aeritalia ATR42 • Engines: Two PW120 turboprops • Passenger capacity: 46 • First flight: 1984 • Production: 1985

PW100 POWER

FOR THE NEW-GENERATION AIRLINERS

UNITED TECHNOLOGIES
PRATT & WHITNEY CANADA

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft) External Length Height Span Turn Radius	DIMENSIONS (ft) Internal Length Height Width Bag. Vol/Pass.	POWER Engine Pwr. Output PSI	WEIGHTS (lb) Max Ramp Max TO Max Land	WEIGHTS (lb) Zero Fuel BOW Max Pld.	WEIGHTS (lb) Max Fuel Pld. M. Fuel Fuel M. Pld.	TAKEOFF A/S SL ISA 5,000 +20°C VMCA VXSE	CLIMB Rate (fpm) All Eng. Eng. Out	CLIMB ALT (ft.) All Eng. Eng. Out	LIMITS VNE VA VFE VLO
Dornier GmbH 228-201 DO-228-201 $1,898,000	2 + 19 30.0 hi wing 72.3	54.3 15.8 55.6 48.5	23.3 5.1 4.5 6.5	2 AR TPE 331-5 715 shp ea —	13,250 13,184 12,677	12,324 7,842 4,482	4,156 1,252 926	2,700* 4,200 79 66	1,900 500	28,000 14,600	232 150 150 165
Embraer Bandeirante EMB-110P1 $1,943,000	2 + 19 32.0 low wing 77.2	49.5 16.0 50.3 39.4	31.2 5.3 5.3 5.9	2 P & W PT6A-34 750 shp ea. —	13,073 13,007 12,566	12,015 8,350 3,665	2,948 1,775 1,058	4,000 5,900 84 117	1,650 339	21,500 9,500	230 169 148 146
IAI Arava IAI-101B $1,900,000	2 + 19 32.0 hi wing 71.0	42.5 17.1 68.8 55.0	12.8 6.1 5.8 4.3	2 P & W PT6A-36 750 shp ea. —	15,260 15,140 15,000	14,000 9,434 4,566	2,707 3,119 1,260	2,850 4,250 81 88	1,300 175	23,600 8,000	170 145 120 —
Casa C212-300 $2,450,000	3 + 26 30 hi wing 87.6/93.7	49.9 20.7 66.9 49.2	21.3 5.9 6.9 8.8	2 AR TPE331-10 925 shp ea. —	17,086 16,975 16,424	15,653 10,141 5,512	3,538 3,407 1,433	3,222 4,617 85 109	2,000 500	25,000 9,000	200 146 135 —
Fairchild Metro III SA-227-AC $2,500,000*	2 + 19 30.0 low wing 74.8	59.4 16.7 57.0 38.5	25.4 4.8 5.2 8.7	2 AR TPE 331-11U 1,000 shp ea.** 7.0	14,600 14,500 14,000	13,900 9,020 4,880	4,342 1,238 700	3,950 5,450 87 121	2,635 690	29,000 14,200	248 176 215 176
Fairchild Metro IIIA SA227-PC $2,600,000*	2 + 19 30.0 low wing NA	59.4 16.7 57.0 38.5	25.4 4.8 5.2 8.7	2 P & W PT6A-45R 1,100 shp ea. 7.0	14,600 14,500 14,000	13,900 9,120 4,207	4,342 1,138 700	3,650 5,450 87 NA	2,250 680	25,000 17,800	248 176 215 176

1985
Regional Airline Association Fall Business Forum

November 11–13, 1985

Cerromar Beach
San Juan, Puerto Rico

CRUISE TAS FF FL	75 sm MISSION			B/CA PRODUCTIVITY FACTORS 150 sm MISSION			275 sm MISSION			NOTES Certification Basis Remarks
	Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	Stages Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	
231 704 100	1 19 6.77 3,906	14 19,950 2,948 5.11	134 279 060	1 19 8.62 5,247	11 31,350 3,638 5.97	166 477 100	1 19 10.13 6,472	8 41,800 4,125 6.46	189 809 100	FAR 23 SFAR 41,1983 *2,400 pending
221 683 100	1 16 7.00 3,570	14 16,800 2,400 4.71	130 255 050	1 17 8.33 4,390	10 25,500 3,060 5.81	156 439 100	1 15 9.22 5,418	7 28,875 3,133 5.33	182 774 100	FAR 23,1969
142 550 080	3 19 8.88 4,654	13 18,525 2,085 3.98	95 358 080	2 19 10.2 5,508	9 25,650 2,515 4.66	115 612 080	1 19 11.3 6,180	6 31,350 2,774 5.07	127 1,030 080	SFAR 41,1980
189 825 080	1 26 7.47 5,123	14 27,300 3,656 5.33	122 366 050	1 26 9.00 6,270	10 39,000 4,333 6.22	144 627 080	1 24 10.38 7,357	7 46,200 4,449 6.28	161 1,051 100	
270 675 160	1 19 6.75 4,455	15 21,375 3,167 4.80	144 297 080	1 19 8.07 5,038	11 31,350 3,886 6.22	177 458 160	1 19 9.33 5,592	8 41,800 4,479 7.47	205 699 200	CAR 3,1965 SFAR 41,1981 *B/CA Estimate **1,100 shp wet
268 656 200	1 19 7.0 4,320	15 21,375 3,054 4.95	139 288 120	1 19 8.25 4,817	11 31,350 3,800 6.38	173 447 200	1 19 9.73 5,456	8 41,800 4,295 7.66	196 682 240	CAR 3,1965 SFAR 41,pending All data prelim. *B/CA Estimate

De Havilland Dash 8 • Engines: Two PW120 turboprops • Passenger capacity: 36 • First flight: 1983 • Production: 1984

PW100 POWER
FOR THE NEW-GENERATION AIRLINERS
UNITED TECHNOLOGIES
PRATT & WHITNEY CANADA

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft)		POWER Engine Pwr. Output PSI	WEIGHTS (lb)			TAKEOFF A/S SL ISA 5,000 -20°C VMCA VXSE	CLIMB		LIMITS VNE VA VFE VLO
		External Length Height Span Turn Radius	Internal Length Height Width Bag. Vol/Pass.		Max Ramp Max TO Max Land	Zero Fuel BOW Max Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.		Rate (fpm) All Eng. Eng. Out	ALT. (ft.) All Eng. Eng. Out	
Fairchild Metro III (Heavy) SA-227-AC(H) $2,700,000*	2 + 19 30 low wing 77.7	59.4 16.7 57.0 38.5	25.4 4.8 5.2 8.7	*2 AR TPE 331-11U 1,000 shp ea.** 7.0	16,100 16,000 15,500	13,900 9,120 4,780	4,342 2,638 2,200	4,900 6,500 91 121	2,250 540	29,900 14,200	246 185 215 175
Fairchild Metro IIIA (Heavy) SA-227-PC(H) $2,800,000*	2 + 19 30 low wing 77.7	59.4 16.7 57.0 38.5	25.4 4.8 5.2 8.7	2 P&W PT6A-45R 1,100 shp ea. 7.0	16,100 16,000 15,500	13,900 9,120 4,780	4,342 2,638 2,200	4,500 6,400 91 121	2,250 540	29,900 14,200	246 185 215 176
Beech 1900 BE-1900 $2,842,000	2 + 19 30.0 low wing NA	57.8 14.8 54.5 39.3	23.2 4.8 4.5 5.5	2 P & W PT6A-65B 1,100 shp ea. 4.8	16,710 16,600 16,100	14,000 9,355 4,645	2,848 4,507 2,710	4,100 5,650 97 120	2,330 490	25,000 13,000	250 190 170 182
British Aerospace Jetstream 31 BAe-3101 $2,850,000	2 + 18 32.0 low wing 79.7/86.4	47.2 17.5 52.0 41.1	24.3 5.9 6.1 5.7	2 AR TPE331-10 940 shp ea. 5.5	15,320 15,210 14,550	13,670 9,513 4,157	3,042 2,765 1,650	4,600 4,600* 92 114	2,080 390	25,000 12,000	223 176 177 168
Short Bros. Ltd. Shorts 330 SD3-30-200 $3,355,000*	3 + 30 30.0 hi wing 71.2/81.8	58.0 16.2 74.7 54.0	31.1 6.5 6.5 7.0	2 P & W PT6A-45R 1,198 shp ea. —	23,000 22,900 22,600	22,600 15,100 7,500	3,840 4,060 400	3,900 4,300 74 105	1180 180	20,000 8,300	198 157 148 148
Short Bros. Ltd. Shorts 360 SD3-60 $4,400,000*	3 + 36 30.0 hi wing 67.9/80.1	70.8 23.7 74.8 53.5	36.2 6.5 6.5 8.1	2 P & W PT6A-65R 1,327 shp ea. —	26,100 26,000 25,700	25,700 16,900 8,800	3,840 5,360 400	4,470 4,720 81 110	930 210	20,000 8,800	196 159 150 150

1986
Regional Airline Association Spring Convention and Trade Show

June 16–18, 1986

Washington Hilton
Washington, D.C.

CRUISE TAS FF FL	75 sm MISSION Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	75 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	150 sm MISSION Stages Fuel No. Pass. Eng. Hrs. Total Fuel	150 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	275 sm MISSION Total Trips Seat Miles SM/hr SM/lb	BS MF FL	NOTES Certification Basis Remarks
266 601 200	6 19 7.65 5,049	17 24,225 3,167 4.80	144 297 080	5 19 8.80 5,496	12 34,200 3,886 6.22	177 458 160	3 19 10.50 6,291	9 47,025 4,479 7.47	205 699 200	CAR 3,1965 SFAR 41,1981 *B/CA estimate **1,100 shp wet
268 656 200	6 19 7.65 5,151	17 24,225 3,167 4.70	144 303 120	4 19 9.00 5,688	12 34,200 3,800 6.01	173 474 200	3 19 9.73 5,768	8 41,800 4,295 7.25	196 721 240	CAR 3,1965 SFAR 41,1981 *B/CA estimate
250 880 140	5 19 7.47 6,240	16 22,800 3,054 3.65	139 390 080	4 19 9.00 7,260	12 34,200 3,800 4.71	173 605 140	2 19 9.73 7,592	8 41,800 4,295 5.51	196 949 160	FAR 23,1965 SFAR 41(C),1983 Rear cargo door std.
253 605 200	2 18 7.33 4,752	16 21,600 2,945 4.55	142 297 100	2 18 8.70 5,580	12 32,400 3,724 5.81	179 465 150	2 18 10.43 6,282	9 44,550 4,273 7.09	206 698 200	FAR 23,1966 SFAR 41,1982 *MGTOW Ltd. to 12,750 lb.
193 1,038 060	1 30 7.00 6,230	14 31,500 4,500 5.06	130 445 040	1 29 8.67 7,870	10 43,500 5,019 5.53	150 787 060	1 26 10.27 9,450	7 50,050 4,875 5.30	163 1,350 080	FAR 25,1976 *Plus escalators
210 984 100	1 36 7.23 6.020	14 37,800 5,226 6.28	126 430 040	1 36 8.83 7,170	10 54,000 6,113 7.53	147 717 080	1 34 9.92 8,540	7 65,450 6,600 7.66	169 1,220 100	FAR 25,1976 *Plus escalators

British Aerospace ATP • Engines: Two PW124 turboprops • Passenger capacity: 64 • First flight: 1986 • Production: 1987
PW100 POWER
FOR THE NEW-GENERATION AIRLINERS
UNITED TECHNOLOGIES
PRATT&WHITNEY CANADA

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft) External Length Height Span Turn Radius	DIMENSIONS (ft) Internal Length Height Width Bag. Vol/Pass.	POWER Engine Pwr. Output PSI	WEIGHTS (lb) Max Ramp Max TO Max Land	WEIGHTS (lb) Zero Fuel BOW Max Pld.	WEIGHTS (lb) Max Fuel Pld. M. Fuel Fuel M. Pld.	TAKEOFF A/S SL ISA 5,000 +20°C VMCA VXSE	CLIMB Rate *(fpm)* All Eng. Eng. Out	CLIMB ALT. *(ft.)* All Eng. Eng. Out	LIMITS VNE VA VFE VLO
Allison	3 + 50	81.5	51.8	2 Allison	55,000	50,000	11,951	4,400	2,860	25,000	349
Super 580	36	29.2	6.5	501-D22G	54,600	32,500	10,549	6,630	848	22,500	229
CV 580A/501	low wing	105.3	8.8	4,500 shp ea.	53,000	17,500	5,000	87			237
$4,500,000	74.3/85.7	65.0	10.3	4.16				135			237
Embraer	3 + 30	65.1	30.6	2 P & W	23,966	22,266	5,732	4,230	2,320	32,000	270
Brasilia	31.0	20.8	5.8	PW-115	23,809	15,066	3,186	6,200	660	18,000	178
EMB-120	low wing	64.9	6.9	1,590 shp ea.	23,258	7,198	1,720	91			135
$4,716,000	71/82	51.7	7.5	7.0				—			200
Casa/Nurtanio	3 + 44	70.0	32.7	2 GE	31,857	29,983	8,818	3,238	1,527	26,600	250
CN-235	30	26.9	6.2	CT7-7	31,746	20,725	2,314	4,950	556	14,900	156
$5,300,000	hi wing	84.7	8.9	1,700 shp ea.	31,305	9,258	1,874	85			145
	NA	62.2	6.3	3.6				105			98
Saab-Fairchild	3 + 35	64.8	34.7	2 GE	27,300	25,000	5,690	4,000	1,860	25,000	250
SF-340	30.0	22.5	6.0	CT7-5A1	27,000	17,281	4,329	7,700*	NA	NA	180
$5,600,000	low wing	70.3	7.1	1,700 shp ea.	26,500	7,719	2,300	NA			175
	NA	52.0	8.4	7.0				NA			200
British Aerospace	3 + 48	67.0	30.3	2 RR	46,700	38,500	11,205	4,570	1,450	25,000	260
Super 748	30.0	24.8	6.3	Dart 7 Mk552	46,500	27,234	8,261	6,350	359	9,500	155
HS 748-2B	low wing	102.5	8.1	2,280 shp ea.	43,000	11,266	8,200	80			180
$6,000,000	92.5	76.0	6.6	5.5				—			160
de Havilland	3 + 36	73.0	39.0	2 P & W	33,200	31,000	5,678	3,110	1,950	25,000	315
Dash 8	31.0	24.7	6.17	PW-120	33,000	21,590	5,932	4,750	525	13,500	163
DHC-8	hi wing	85.0	8.2	2,000 shp ea.	32,400	9,410	2,200	75			148
$6,000,000	80.7/86.1	58.5	8.3	5.5				—			158

If you go for excellence, you'll go for our grads.

Southeastern Academy grads have made it through the toughest training we could give them:

• Computerized reservation system • Ticketing • Travel Markets • Tour Services • Hotel/Motel Guides • Telephone Sales Techniques • Professional Conduct and Attitude Training. And more.

For information on Southeastern Academy Graduates, call our TOLL-FREE NUMBER: (800) 327-9121. IN FLORIDA, CALL COLLECT: (305) 847-4444.

southeastern academy

2333 E. Spacecoast Parkway • Kissimmee, FL 32741
Member, D.L. Peoples Group

CRUISE TAS FF FL	75 sm MISSION Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	B/CA PRODUCTIVITY FACTORS 150 sm MISSION Stages Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	NOTES Certification Basis Remarks
305 2,050 200	8 50 7.55 19,764	18 67,500 8,964 3.42	155 1,098 150	6 50 8.39 2,037	13 97,500 11,628 4.79	202 1,567 200	4 50 10.02 20,371	10 137,500 13,727 5.95	239 2,311 200	CAR 4b STC 1984 (Manufactured by Super 580 Aircraft Co.)
296 966 230	3 30 7.20 6,112	16 36,000 5,000 5.89	144 382 100	2 30 8.88 8,229	13 58,500 6,585 7.11	190 633 150	1 30 9.75 8,676	9 74,250 7,615 8.56	221 964 230	FAR 25 pending All data prelim.
245 1,031 160	2 44 7.25 6,240	15 49,500 6,828 7.93	134 416 100	1 44 8.33 6,670	10 66,000 7,920 9.90	156 667 160	1 44 10.27 8,832	8 96,800 9,429 10.96	186 1,104 180	FAR 25 pending All data prelim.
273 948 200	3 34 7.73 6,256	16 40,800 5,276 6.52	134 391 120	3 34 9.00 7,584	12 61,200 6,800 8.07	173 632 200	2 34 10.65 8,820	9 84,150 7,901 9.54	202 980 240	CT7-5A1 Cert. pending All data prelim.
240 1,434 180	6 48 7.93 11,560	17 61,200 7,714 5.29	139 1,680 080	4 48 9.00 13,416	12 86,400 9,600 6.44	173 1,118 120	3 48 10.13 13,736	8 105,600 10,421 7.69	189 1,717 180	FAR 25, 1980
259 898 250	5 36 7.65 7,633	17 45,900 6,000 6.01	144 449 110	4 36 8.88 9,048	13 70,200 7,902 7.76	190 696 175	3 36 10.35 9,999	9 89,100 8,609 8.91	208 898 250	FAR 25 pending All data prelim.

Fokker 50 • Engines: Two PW124 turboprops • Passenger capacity: 50 • First flight: 1985 • Production: 1986

PW100 POWER

FOR THE NEW-GENERATION AIRLINERS

UNITED TECHNOLOGIES
PRATT & WHITNEY
CANADA

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS Seating Seat Pitch Wing Noise	DIMENSIONS (ft) External Length Height Span Turn Radius	DIMENSIONS (ft) Internal Length Height Width Bag. Vol/Pass.	POWER Engine Pwr. Output PSI	WEIGHTS (lb) Max Ramp Max TO Max Land	WEIGHTS (lb) Zero Fuel BOW Max Pld.	WEIGHTS (lb) Max Fuel Pld. M. Fuel Fuel M. Pld.	TAKEOFF A/S SL ISA 5,000 +20°C VMCA VXSE	CLIMB Rate *(fpm)* All Eng. Eng. Out	CLIMB ALT. *(ft.)* All Eng. Eng. Out	LIMITS VNE *VA* VFE VLO
Fokker	3 + 50	82.3	35.2	2 RR	45,200	39,500	9,090	5,460	1,250	20,000	259
Friendship	30.0	28.7	6.8	Dart 7 Mk535-7	45,000	28,100	8,010	NA	385	9,500	175
F27-Mk500	hi wing	95.2	8.5	2,020 shp ea.	43,500	11,400	5,700	NA			145
$6,500,000	90.6/98.9	93.0	7.8	4.17				—			170
Areospatiale/	3 + 46	74.4	31.4	2 P&W	34,766	31,965	9,920	3,543	1,550	25,000	250
Aeritalia	30	24.9	6.3	PW 120	34,725	21,272	3,574	5,200	NA	13,500	NA
ATR 42-200	hi wing	80.6	8.4	1,800 shp ea.	34,170	10,693	2,801	86			160
$6,880,400	84.5/94.0	56.0	7.7	6.0				—			200
de Havilland	3 + 50	80.6	39.5	4 P & W	44,100	39,000	9,925	2,260	1,220	21,000	250
Dash 7	32.0	26.2	6.4	PT6A-50	44,000	27,690	6,485	4,900	720	12,650	152
DHC-7	hi wing	93.0	8.5	1,120 shp ea.	42,000	11,310	5,100	65			147
$8,000,000	80.5/91.4	61.2	4.8	4.26				91			147
Fokker	4 + 85	97.2	50.3	2RR	73,300	62,000	17,240	5,450	3050	35,000	330
Fellowship	29.0	27.8	6.7	RB183-Mk555	73,000	39,500	16,560	10,300	NA	12,000	217
F28Mk4000	low wing	82.3	10.2	9,900 lbs ea.	69,500	22,500	11,300	NA			200
$11,000,000	86.3/99.9	99.0	7.7	NA				NA			200
British Aerospace	4 + 82	85.8	50.6	4 Avco	82,750	66,000	20,640	3,790	2,900	31,000	300
146-100	33.0	28.3	6.7	ALF 502R-5	82,250	47,500	14,610	6,730	NA	21,500	205
$14,500,000	hi wing	86.4	11.1	6,970 lbs ea.	73,350	18,500	16,750	91			210
	73.1/86.3	37.8	6.6	6.5				185			205
British Aerospace	4 + 100	93.8	58.4	4 Avco	90,000	71,000	640	4,530	2,600	31,000	295
146-200	33.0	28.3	6.7	ALF 502-R-5	89,500	49,000	20,360	10,130	NA	17,000	220
$15,000,000	hi wing	86.4	11.1	6,970 lbs ea.	77,500	22,000	19,000	89			205
	76.5/86.6	41.2	7.2	6.5				193			205

Commuter Regional Airline News

An Independent Weekly Publication

For the only high-frequency source of news about the commuter/regional airline industry subscribe now to *Commuter/Regional Airline News*.

Joseph S. Murphy
Publisher

Kathryn B. Creedy
Editor

Perry Flint
Associate Editor

Airline Media Associates, Inc.
1925 N. Lynn St., #304
Arlington, VA 22209

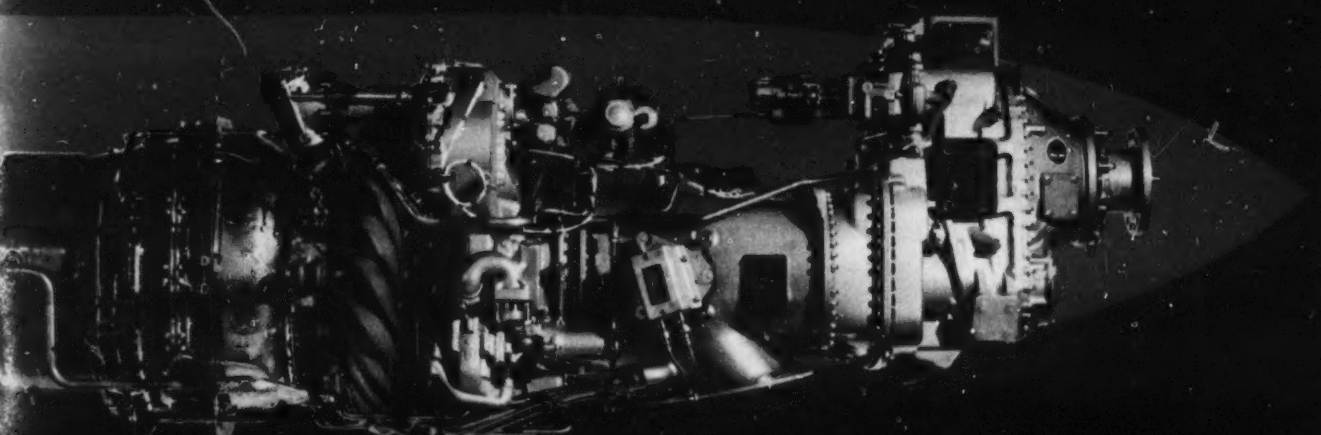
Tel: (703) 522-2354

CRUISE TAS FF FL	75 sm MISSION Stages Fuel. No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	B/CA PRODUCTIVITY FACTORS 150 sm MISSION Stages Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	275 sm MISSION Stages Fueling No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles SM/hr SM/lb	BS MF FL	NOTES Certification Basis Remarks
253 1,961 120	4 50 7.93 13,566	17 63,750 8,039 4.70	139 798 080	3 50 9.2 15,624	12 90,000 9,783 5.76	170 1,302 120	2 50 9.87 15,960	8 110,000 11,145 6.89	194 1,995 180	CAR 4B,1957 FAR 25
263 1,198 170	5 46 7.65 8,755	17 58,650 7,667 6.70	144 515 090	3 46 8.80 9,264	12 82,800 9,409 8.94	177 772 170	2 46 10.5 10,755	9 113,850 10,843 10.59	205 1,195 210	JAR/FAR 25 Pending All data prelim.
230 1,707 120	3 50 7.73 11,712	17 60,000 7,759 5.12	134 732 080	2 50 9.17 12,728	16 82,500 9,000 6.01	156 1,248 100	2 50 10.27 16,496	8 110,000 10,714 6.67	186 2,097 140	FAR 25, 1977
447 4,849 320	4 85 8.0 34,155	15 191,250 23,906 5.60	244 2,277 330	3 85 9.4 41,736	12 280,500 29,840 6.72	305 3,476 320	2 85 9.45 41,517	9 306,000 32,381 7.37	331 4,613 320	FAR 25,1967
382 3,850 300	2 82 7.87 30,498	13 159,478 20,277 5.23	215 2,346 200	2 82 9.74 38,852	11 248,087 25,484 6.39	270 3,532 300	2 82 10.58 41,985	9 295,553 27,948 7.04	296 4,665 310	FAR 25,1983
383 4,119 300	2 100 7.93 31,681	13 194,485 24,525 6.14	213 2,437 190	2 100 9.79 37,264	11 301,279 30,774 8.09	267 3,388 300	1 100 9.44 39,328	8 320,383 33,939 8.15	295 4,916 310	FAR 25,1983

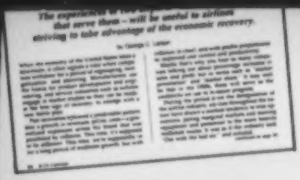
PW115 Embraer EMB120 Brasilia • PW120 Aerospatiale/Aeritalia ATR42 • De Havilland Dash 8 • PW124 British Aerospace ATP • Fokker 50

PW100 POWER

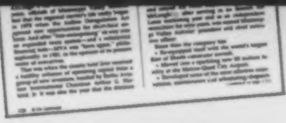
FOR THE NEW-GENERATION AIRLINERS



UNITED TECHNOLOGIES
PRATT & WHITNEY
CANADA



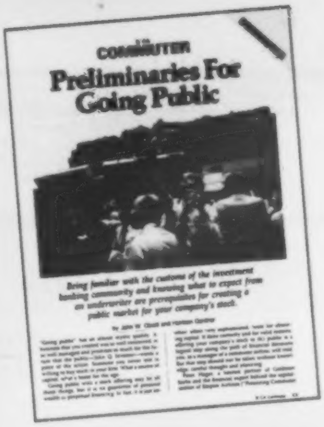
The experience of ... that serve them — will be useful to airlines striving to take advantage of the economic recovery.



B/CA
COMMUTER

Commuter Growth: Acquisition or Alliance?

From the swirling dusts of deregulation, commuter airlines seek the best formula for prosperity.



COMMUTER

Preliminaries For Going Public

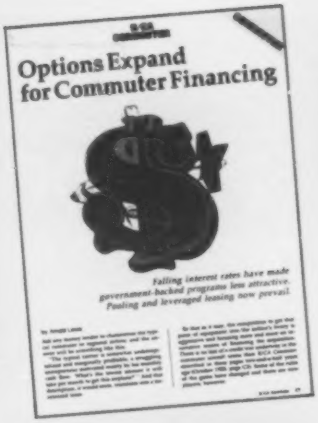
Being familiar with the customs of the investment banking community and knowing what to expect from an underwriter are prerequisites for creating a public market for your company's stock.

B/CA COM

B/CA COMMUTER

Where Do We Go From Here?

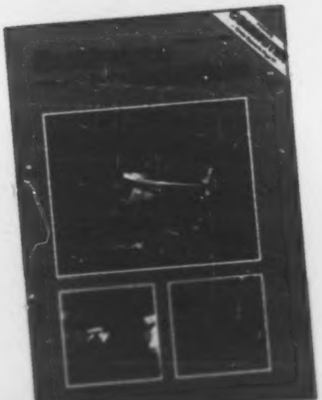
The short-haul airline industry is continuing its historical tendency to change rapidly, especially in the face of continued deregulation.



B/CA COMMUTER

Options Expand for Commuter Financing

Falling interest rates have made government-backed programs less attractive. Pooling and leveraged leasing now prevail.



Thoughts on How (Not) to Start an Airline

Expert advice on how to start scheduled service inevitably concentrates on how to avoid the pitfalls that can doom a new airline.

B CA
COMMUTER

California's Changing Commuter Scene

The Golden State retains its magnetic attraction for short-haul operators, but caution and conservation have become the watchwords.

B CA
COMMUTER

Financing With Venture Capital
Too new, too unproven to be attractive to major lending institutions? Too early to take your airline public? Have we got a deal for you.
B/CA COMMUTER
MUTER
SUBURBAN AIRLINES:
KING THE 121 TRANSITION
The plunge into FAR Part 121 for the sake of a few extra seats is full of pitfalls but is worth the effort, according to one carrier.
COMMUTER
Contents
5
6
14
19
28
32
ALPA Increases Organizing Efforts
ALPA is actively campaigning to organize commuter and regional airline pilots. Its efforts are more selective than in the past, but its tactics are more sophisticated.
Carrier Profile: MVA Makes Its Move
Staking a Claim: A Tale of Two Airports

Only one publication offers you editorial like this.

B/CA COMMUTER, the special "magazine-within-a-magazine" that's been with you every step of the way. Answering your need for more and more hard-and-fast "how to" information that's of critical importance to commercial operators.

And B/CA COMMUTER is the only publication that provides regularly scheduled features on commuter airline management...covering finance, law, rules and regulations, the effects of a changing economy on commuters, aircraft selection and purchasing, success profiles, insurance and maintenance.

So be sure to read B/CA COMMUTER every month for all the industry insights you could possibly want. And conceivably need.

B/CA

COMMUTER

We've grown up with you.

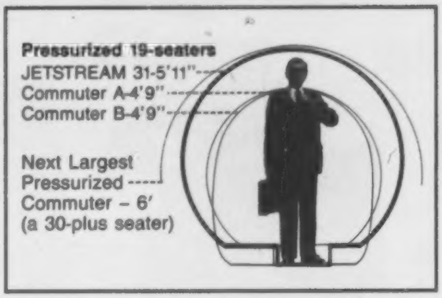
B/CA
COMMUTER

**Jetstream 31.
More than a
great interliner—
a total program for
airline success.**

Airlines large and small all over the world are our customers. Those airlines have logged some 25 million short-haul* flights with BAe turbine powered airliners. This experience is built into the total Jetstream 31 program as well as our family of follow-on airliners.

Route analysis, long term economic planning, financing suggestions, spares budgeting, customized maintenance plans, pilot and mechanic training are all part of the Jetstream 31 program. The aircraft's airframe is engineered for intensive short-haul use backed by a two-year warranty. Then add comprehensive on-shore airline standard support—spares and technical assistance available 24 hours/day, 365 days/year.

The Jetstream 31 is big...fast...and has the largest pressurized cabin of any 19-seat airliner—great for interlining and repeat business.


Pressurized 19-seaters
JETSTREAM 31-5'11"
Commuter A-4'9"
Commuter B-4'9"
Next Largest
Pressurized
Commuter – 6'
(a 30-plus seater)

Telephone Karl Day, Director-Marketing Airline, 703/435-9100 for more details. Or write British Aerospace, Inc., P.O. Box 17414, Dulles International Airport, Washington, DC 20041.

*"Short-haul" equals flights of about one hour or less.

JETSTREAM 31
BRITISH AEROSPACE, INC.

EASTERN
EASTERN METRO EXPRESS
N823JS

[illegible] OGY THAT STOPS THIS PLANE [illegible] YOUR PROFITS FLYING HIGH.

[illegible]

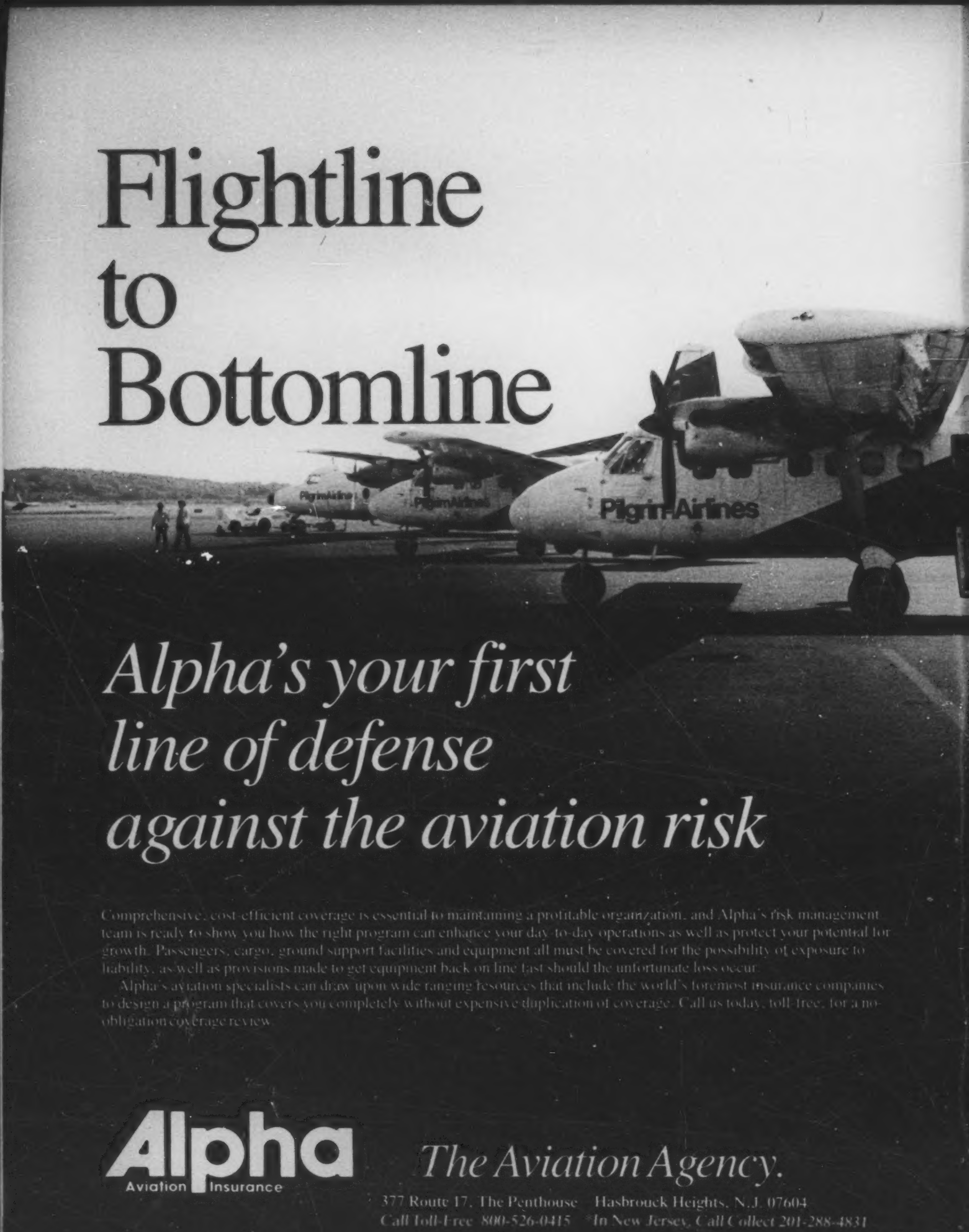
[illegible] up to 3,000 landings between major overhauls. For many operators, that's only one overhaul a year.

That's the kind of technology you get from a leader.

[illegible]

For more details, contact your nearest BFGoodrich Wheel and Brake Distributor or The BFGoodrich Company, General Aviation Wheel & Brake Department, P. O. Box 340, Troy, Ohio 45373, U.S.A.

© 1983 BFGoodrich



Flightline to Bottomline

Alpha's your first line of defense against the aviation risk

Comprehensive, cost-efficient coverage is essential to maintaining a profitable organization, and Alpha's risk management team is ready to show you how the right program can enhance your day-to-day operations as well as protect your potential for growth. Passengers, cargo, ground support facilities and equipment all must be covered for the possibility of exposure to liability, as well as provisions made to get equipment back on line fast should the unfortunate loss occur.

Alpha's aviation specialists can draw upon wide ranging resources that include the world's foremost insurance companies to design a program that covers you completely without expensive duplication of coverage. Call us today, toll-free, for a no-obligation coverage review.

Alpha
Aviation Insurance

The Aviation Agency.

377 Route 17, The Penthouse Hasbrouck Heights, N.J. 07604
Call Toll-Free 800-526-0415 *In New Jersey, Call Collect 201-288-4831

Industry Directories

Industry Directories

AAA Air Enterprises, Inc. (CT) (P,C,M)
(d.b.a. AAA Airlines)
P. O. Box 19086, Eppley Airfield
Omaha, NE 68119
(402)346-8945
Robert Newland, President; Helen Newland, Secretary/Treasurer
Equipment: 1 Embraer Bandeirante, 2 Cessna Titans, 2 Piper Navajos; Cargo only: 1 Cessna Titan, 2 Piper Cherokee Sixes, 1 Piper Navajo

Ace Air Cargo Express (CG) (C)
6200 Riverside Drive
Cleveland, OH 44135
(216)362-1222
Marilyn Krach, President; Clarence Krach, Executive Vice President
Equipment: 5 Beech 18's

Action Airlines (XQ) (P,C)
(also operating as Pilgrim Airlines Commuter)
Box 117, East Haddam, CT 06423
(203)448-1646
John A. Rutledge, President & Director of Operations; Dennis W. Piscitello, Chief Pilot; Steve Kelly, Director of Maintenance; Virginia Rutledge, Secretary; John I Bailey, Vice President of Sales
Equipment: 2 Piper Navajos, 1 Piper Seneca, 2 Piper Cherokee Sixes

Aero Coach Aviation International (DF) (P)
(d.b.a. Aero Coach)
P.O. Box 21604
Ft. Lauderdale, FL 33335
(305)462-2018
Tom Cartier, President; Heather Cartier, Vice President; Percy Archer, Vice President
Equipment: 12 Cessna 402's

Aero Virgin Island (QY) (P)
P.O. Box 546, Cyril King Airport
Charlotte Amaile, St. Thomas
U.S. Virgin Islands 00801
(809)774-5000
Ruben Wheatley, President; George McKnight, Vice President of Operations
Equipment: 3 Douglas DC-3's

Air Cargo America, Inc. (ZI) (C)
P.O. Box 523537
Miami, FL 33152
(305)871-2794
Mark Von Mando, General Manager
Equipment: 2 Beech 18's, 1 Piper Cherokee, 1 Douglas DC-3

Air Caribe International (IK) (C)
San Juan International Airport
San Juan, PR 00913
(809)791-0638
Equipment: 3 Piper Aztecs

Air Cortez International, Inc. (AB)(P,C)
5700 South Haven, Las Vegas, NV 89110
(702)739-6657
William P. Schlick, Chairman/COO; James DeGrazia, Director of Maintenance; Robert Trout, Director of Operations
Equipment: 5 Fairchild F-27's

Air Express International (HB) (C)
Stewart International Airport
Building 138, P.O. Box 6400
Newburgh, NY 12550
(914)564-5111
J.N. Berg, President
Equipment: 2 Canadair CL-44's

Air Hemet
See listing under new name Desert Airlines

Air Kentucky (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
P.O. Box 901, Owensboro, KY 42302
(502)926-0850
Frank Schively, President; Janice Mitchell, Vice President
Equipment: 6 Beech 99's

Air L.A. (3d) (P)
3000 Clybourn Avenue, Burbank, CA 91505
(818) 843-1984
Wayne Schoenfeld, President; William Wolf, Vice President of Marketing; Kenneth Dickey, Executive Vice President; Jeffrey Terrell, Director of Operations
Equipment: 2 Piper Navajos, 2 Cessna 402's

Air-Lift Associates, Inc. (3L) (P,C)
(d.b.a. Air-Lift Commuter)
P.O. Box 173, Raleigh-Durham Airport
Morrisville, NC 27560
(919)781-4396
John T. Hoffman, President; Henry Pramov, Jr., Vice President & Secretary
Equipment: 2 Beech Dutchesses; 1 Piper Navajo

Air Link (NE) (P)
P.O. Box 62025, Houston, TX 77205
(713)230-1254
Ken Powell, Chief Executive Officer; Mike Mark, Vice President
Equipment: 3 Bell Long Rangers, 2 Bell 222's

Air Midwest, Inc. (ZV) (P,C,M)
P.O. Box 7724, Wichita, KS 67277
(316) 942-8137
Gary M. Adamson, President/Chief Executive Officer; John S. Meyers, Vice President/Chief Financial Officer; Michael G. Freeman, Vice President/Aircraft Operations; Charles E. Bowman, Vice President-Station Operations Sales
Equipment: 24 Fairchild Metros

Air Midwest Skyways (GM) (P,C,M)
(subsidiary of Air Midwest, Inc.)
P.O. Box 1344, Drake Field
Fayetteville, AR 72701
(501)442-7484
Gary Adamson, President/Chief Executive Officer; Robert Shults, Chairman; Michael Freeman, Vice President/Chief Operating Officer; George Henry, Vice President of Operations; John Myers, Vice President of Finance; Kenneth Green, Vice President of Station Operations
Equipment: 16 Fairchild Metros, 1 Aerospatiale Nord 262

Air Molokai Ltd.
(d.b.a. Tropic Airlines)
See listing under Tropic Airlines

Air Nevada Airlines, Inc. (LW) (P)
P.O. Box 11105, Las Vegas, NV 89111
(702)736-2702
Myron Caplan, President; Lewis Caplan, Vice President of Operations; Brenda Caplan, Vice President of Marketing
Equipment: 11 Cessna 402's, 2 Cessna 207's

Air New Orleans, Inc. (NT) (P,C)
(d.b.a. Air New Orleans)
427 Gravier Street, 3rd Floor
New Orleans, LA 70130
(504) 524-6986
Tony B. Jobe, President & Chief Executive Officer; Ronald K. Gurley, Secretary-Treasurer; Gordon J. Long, Vice President of Marketing/Planning; Vaughn Thompson, Vice President Operations; Joseph Christain, Vice President Maintenance; Charles Wallace, Chief Pilot
Equipment: 4 Beech 99's, 3 Piper T- 1020's, 2 Piper Navajos

Air North
(now doing business as Brockway Air)
See listing under Brockway Air

Airpac, Inc. (AS) (P,C,M)
(operating as Alaska Airlines Subcontractor)
6400 S. Airpark Drive
Anchorage, AK 99502
(907) 248-4363
Mauri Oaksmith, Chairman; Russ Mentink, President; Bryan D. Wick, Vice President/Finance; Richard Lord, Director of Operations; Rod Whitfield, Director of Maintenance
Equipment: 1 British Aerospace 146-100, 1 Fairchild FH-227, 2 Fairchild F-27, 1 Fairchild Metro, 1 Cessna Conquest, 1 Grumman Goose

Airpac Airlines, Inc. (RI) (C)
7277 Perimeter Road, Seattle, WA 98108
(206)762-8006
Gregory S. Thompson, President
Equipment: 3 Cessna Titans, 7 Piper Navajos, 7 Piper Senecas

Air Sedona (MP) (P)
P.O. Box 3729, West Sedona, AZ 86340
(800)535-4448
Jack E. Seeley, President; Judith Seeley, Vice President
Equipment: 1 Cessna 172, 1 Cessna 182

Air South (GD) (P,C)
22500 S.W. 288th Street
Homestead, FL 33030
(305)248-6000
Ronald Houk, President; Ray Kitchener, Vice President
Equipment: 2 Britten Norman Tri- Islanders, 1 Britten Norman Islander, 1 Beech 18, 6 Piper Senecas, 4 Cessna 402's

Air Spirit, Inc. (UJ) (P,C)
5710 LBJ Freeway, Suite 180
Dallas, TX 75240
Mailing Address: P.O. Box 610087
Dallas, TX 75261
(214)574-2735
Waylon McMullen, President
Equipment: 3 Embraer Bandeirantes

Airspur Helicopters
See listing under Evergreen Airspur

Air Sunshine (YI) (P,C)
700 S.W. 34th Street, Suite 4
Ft. Lauderdale, FL 33315
(305)462-8211/(813)355-4165
Izik Boudaghian, President; Allen Adili, Vice President; Mirmohammad Adili, Secretary/Treasurer
Equipment: 3 Cessna 402's

Air Vectors Airways (ZB) (P)
Operations Building 140, P.O. Box 6116,
Stewart Airport, Newburgh, NY 12550
(914)564-2500
James O. Aspin, President; Gary Luback, Vice President; Clay Taylor, Director of Operations; Don Roberts, Director of Maintenance
Equipment: 2 Piper Navajos

Air Vermont, Inc. (MU) (P,C)
Morrisville-Stowe State Airport
Morrisville, VT 05661
(802) 888-3495
John E. Porter, President; Gene R. Kazlow, Chairman of the Board; Bradford L. Cook, Director of Passenger Services/ Interline Sales
Equipment: 1 Piper Navajo

Air Virginia (CE) (P,C,M)
P.O. Box 10065
Lynchburg Municipal Airport
Lynchburg, VA 24506
(804)239-9254
Curtis M. Coward, President; Marinus Koch, Vice President of Operations; Jeff L. MacKinney, Vice President of Planning & Marketing; George E. Nichols, Vice President of Finance; Capt. Theodore Abernethy, Director of Operations; John Trainor, Director of Maintenance
Equipment: 18 Fairchild Metros

Airway Express (2X) (C)
P.O. Box 6600, Mesa, AZ 85206
(602)832-5096
Gale Webb, President; Judy Webb, Secretary/ Treasurer; Richard Sexton, Director of Cargo Operations; John Temple, Director of Maintenance
Equipment: 9 Piper Navajos

Airways of New Mexico (ES) (P,C)
Drawer 1969, Alamogordo, NM 88310
(505)437-7722
Wayne Nelson, President; Mary Hicks, Vice President of Accounting/Marketing; Les Weilacher, Chief Pilot
Equipment: 6 Cessna 402's, 3 Piper Cherokees

Air West Airlines, Inc. (WI) (P,C)
P.O. Box 218056, Houston, TX 77218
(713)492-2130
Woody Lesikar, Chairman of the Board; Ben Taylor, President/Director of Operations; Jake Johnson, Secretary
Equipment: 1 deHavilland Dash 7

Air Wisconsin (ZW) (P,C,M)
Outagamie Airport, Appleton, WI 54915-9120
(414)739-5123
P.H. Wilbourne, President/Chief Executive Officer; P.A. Doering, Vice President Maintenance; W.H. Geenen, Vice President of Finance & Treasurer; E.J. Godec, Vice President Operations; J.G. Jansen, Vice President Traffic; Kathy Comins, Secretary
Equipment: 5 British Aerospace 146-200's, 7 deHavilland Dash 7's

Alaska Aeronautical Industries, Inc. (YC) (P,C)
P.O. Box 6067, Anchorage, AK 99502
(907)243-1583
Houston D. Haynes, President; Dorothy Haynes, Secretary/Treasurer
Equipment: 2 deHavilland Twin Otters, 1 Embraer Bandeirante

Alaska Airline Subcontractors:
See Airpac, Inc.
ERA Helicopters
Ryan Air Service

Alaska Island Air, Inc. (6D) (P,C,M)
Box 508, Petersburg, AK 99833
(907) 772-3130
Lloyd Roundtree, President/Owner; Dane Roundtree, Chief Pilot; William Stedman, Chief of Maintenance
Equipment: 1 Grumman Goose, 1 deHavilland Beaver, 3 Cessna 180's, 1 Cessna 185

Allegheny Commuters:
See Air Kentucky
Chautauqua Airlines
Crown Airways
Fischer Brothers Aviation
Pennsylvania Airlines
Pocono Airlines
Southern Jersey Airways
Suburban Airlines

Alliance Airlines (3A) (P,C)
9600 W. 52nd Street
Kenosha, WI 53142
(414) 658-1300
James R. Beardsley, President & Chief Executive Officer; Roger P. Iverson, Executive Vice President; John Miller, Director of Maintenance; Joseph Jensen, Chief Pilot
Equipment: 3 Cessna Titans, 2 Cessna 182RG's, 1 Cessna 421, 1 Piper Seneca

Alpha Aviation, Inc. (7V) (P)
(d.b.a. Alpha Air)
7535 Valjean Avenue, Van Nuys, CA 91406
(818) 997-7123
Alan Berenstein, President; Henry Smull, Director of Operations; Rolly Palmer, Director of Maintenance; Julie Collins, Manager; Kim Rosier, Controller
Equipment: 3 Cessna 402's, 1 Piper Seneca

Alpine Aviation, Inc. (5A) (P,C)
(d.b.a. Alpine Air)
P.O. Box 691, Provo, UT 84603
(801) 373-1508
Ellen Bates, President; Eugene Mallette, Vice President/General Manager, Charles Bates, Vice President; Billie Distefano, Secretary Treasurer; Billie Distefano, Director of Maintenance, Dean Englestead, Director of Operations; Gary Vogtritter, Director of Marketing
Equipment: 2 Piper Senecas, 2 Piper Navajos

Altus Airlines (2U) (P,C)
Box 75, Altus, OK 73521
(405) 482-5316
Henry F. Hartsell, President & Director of Operations; Richard Maffry, General Manager; Jon Grimm, Chief Pilot; Charles Thomas, Director of Maintenance
Equipment: 1 Cessna 402

American Central Airlines (JR) (P,C,M)
R.R. 3, Dubuque Municipal Airport
Dubuque, IA 52001
(319)583-3554/(319)234-1149
James Pickett, President; Gary Heim, Secretary/Treasurer; Bob Carlyle, Director of Maintenance
Equipment: 10 Embraer Bandeirantes

American Eagle Commuters:
See Chaparral Airlines
Metro Airlines

Apollo Airways, Inc.
(d.b.a. Pacific Coast Airlines)
See listing under Pacific Coast Airlines

Arctic Circle Air Service, Inc. (5F) (P,C,M)
(d.b.a. Arctic Circle Air)
P. O. Box 60049, Fairbanks, AK 99706
(907) 456-1112
Joseph C. Cochran, President/General Manager; John Nelson, Controller; Chris Diley, Director of Operations; Edwin Reynolds, Director of Maintenance; Don Singsaas, Chief Pilot
Equipment: 2 Embraer Bandeirantes, 2 Piper Navajos, 1 Britten Norman Islander, 5 Cessna 207's, 2 Cessna 206's

Armstrong Air Service Inc. (XG) (P,C)
Box 204, Dillingham, AK 99576
(907) 842-5361
Richard K. Armstrong, President; Nick Wahl, Vice President; JoAnn Armstrong, Secretary Treasurer; Neil Armstrong, Director; Allison Tennyson, Director; Janet Armstrong, Director
Equipment: 1 Cessna 207, 1 Piper Cherokee Six

Aspen Airways, Inc. (AP)(P,C)
3980 Quebec Street, Suite 217
Denver, CO 80207
(303)320-4747
Gerald B. Hickman, President; Lloyd Carda, Vice President-Finance; Patricia Lee, Vice President-Marketing; Bill Nelson, Vice President-Sales; Peter Baurer, Vice President Operations; Courtney Anderson, Director Services
Equipment: 11 Convair 580's, 1 British Aerospace 146-100

Astor Air (9L) (P,C)
P.O. Box 838, Warrenton, OR 97146
(503)861-3621
D.W. Spickelmire, President; Ken A. McMillan, Vice President; Winston W. Frenzel, Secretary; Jim Handley, Treasurer; Corey Bartholomew, Manager
Equipment: 1 Cessna 402

Atlantic Air Inc.
(now doing business as Business Express)
See listing under Business Express

Atlantic Southeast Airlines Inc. (DL) (P,C)
(d.b.a. The Delta Connection)
1688 Phoenix Parkway
College Park, GA 30349
(404)996-4562
George Pickett, President; Robert Priddy, Vice President/Administration; John Beiser, Vice President/Sales & Services
Equipment: 5 deHavilland Dash 7's, 11 Embraer Bandeirantes, 5 Shorts SD3-60's

Atlantis Airlines, Inc. (SG) (P,C)
(also d.b.a. Eastern Atlantis Express)
215 South Piedmont Street, P.O. Box 2557
Florence, SC 29503
(803)665-7700
Lou M. Sutton, President; Eugene F. Abel, Controller; Gary Cartwright, Director of Operations; David A. Howard, Director of Planning; Melvin Cotton,Director of Maintenance, Gilbert Jividen, Director of Stations; Mike Anderson, Chief Pilot
Equipment: 1 Fairchild Metro, 1 deHavilland Twin Otter, 2 British Aerospace Jetstream 31's, 2 Piper T- 1040's, 5 Piper Navajos

Audi Air Inc. (7E) (P,C,M)
Box 40, Kaktovik (Barter Island)
BTI, AK 99747
(907) 640-6511
Walt Audi, President/Treasurer; Zin Kittredge, Vice President/Secretary; Ed Collins, Director of Operations; Charles Smith, B.M.
Equipment: 1 Douglas DC-3, 1 Piper Navajo, 4 Cessna 207's

Baker Aviation, Inc. (8B) (P,C,M)
P.O. Box 116, Kotzebue, AK 99752
(907)442-3108
Margery Baker, President; Thomas Richards, Vice President; Lorraine Baker, Secretary; Marsha Baker, Treasurer
Equipment: 1 deHavilland Twin Otter, 1 Cessna 402, 3 Cessna 207's

Bangor International Airlines (IL) (P,C)
287 Godfree Blvd., Bangor, ME 04401
(207)942-7785
Dino Levi, President; Robert Turner, Director of Operations; Robert Boufard, Director of Maintenance
Equipment: 1 Piper Cherokee, 1 Cherokee Six, 1 Piper Aztec

Bankair Commuter Airlines, Inc. (JA) (P)
Columbia Metro Airport
West Columbia, SC 29169
(803)794-7384
Netty Dickerson, President; Charles W. Dickerson, Vice President; John Dickerson, Vice President; Jeanne Cook, Secretary
Equipment: 2 Cessna 402's, 3 Piper Senecas, 6 Piper Cherokees, 4 Rockwell Turbo-Commanders, 1 Cessna Titan, 4 Mitsubishi MU-2's

Bar Harbor Airlines (QO) (P,C,M)
138 Maine Avenue
Bangor International Airport
Bangor, ME 04401
(207) 989-1090
Allyn J. Caruso, President; John J. Prendergast, Executive Vice President; Richard J. Rushmore, Jr., Vice President of Finance; David E. Webber, Vice President of Operations; Donald Pare, Vice President of Maintenance; Michael A. Mastrangelo, Vice President of Material; Dennis M. Ouimette, Chief Pilot
Equipment: 10 Beech 1900's, 9 Beech 99's, 5 Cessna 402's, 5 Convair 600's; Cargo only: 1 Beech 99, 1 Cessna 402

Barken International, Inc. (BKJ) (C)
P.O. Box 22269 AMF
Salt Lake City International Airport
Salt Lake City, UT 84122
(801) 322-0655
Kenneth L. Hepner, President; Barbara W. Hepner, Vice President
Equipment: 2 Mitsubishi MU-2's, 1 Learjet 35

BAS Airlines (GS) (P,C)
Beaver County Airport
Beaver Falls, PA 15010
(412) 843-8600
Leon Syrek, President; Dale G. Rabassi, Vice President; Lee Savio, Treasurer; Richard Kozel, Director of Operations; Bernard P. Hanlon, Director of Maintenance
Equipment: 1 Cessna Titan, 2 Piper Navajos

Bay Air (9B) (P,C)
P.O. Box 204, Naknek, AK 99633
(907) 246-4268
Monte R. Handy, President; Ardell J. Handy, Vice President
Equipment: 3 Piper Cherokee Sixes, 1 Cessna 185,
1 Aero Commander 500

Beaver Aviation Service
(d.b.a. BAS Airlines)
See listing under BAS Airlines

Bellair, Inc. (5B) (P,C,M)
P.O. Box 371, Sitka, AK 99835
907-747-8636
Ken Bellows, President; Lynn Robillard, Secretary/Treasurer
Equipment: 1 Cessna 185, 1 deHavilland Beaver

Bemidji Aviation Services, Inc. (CH) (P,C)
(d.b.a. Bemidji Airlines)
Municipal Airport, P.O. Box 624
Bemidji, MN 56601
(218) 751-1880
Larry A. Diffley, President/Treasurer; Mark E. Shough, Vice President/Secretary
Equipment: 3 Beech Queenairs

Big Sky Transportation Co. (GQ) (P,C)
(d.b.a. Big Sky Airlines)
2720 Third Avenue North, Box 31397
Billings, MT 59107
(406) 245-9449
Terry D. Marshall, President, Chief Executive Officer & Director; Robert L. Hayes, Senior Vice President & C.O.O.; Greg J. Peterson, Treasurer & Director of Accounting
Equipment: 3 Fairchild Metros, 4 Cessna 402's

Blackhawk Aviation (BB) (C)
P.O. Box 744, Janesville, WI 53547
(608) 756-0381
Richard Wixom, President; Kevin Wixom, Director of Maintenance; Joan Wixom, Secretary/Treasurer; Jim Gelding, Director of Sales
Cargo Only *Equipment: 4 Beech 18's*

Britt Airways (RU) (P,C,M)
Hulman Field, Terre Haute, IN 47802
(812) 877-1535
Bill Britt, President; Marilyn Britt, Executive Vice-President; Dan Britt Director of Marketing; Al Tingley, Director of Scheduling; Paula Morris, Director of Tariffs
Equipment: 12 Beech 99's, 16 Fairchild Metros, 7 Fairchild F-27's, 7 Fairchild FH-227's, 1 British Aerospace BAC 1-11

Brockway Air (SS) (P)
7 Burlington Square, Suite 600
Burlington, VT 05401
(802)658-7827
Antony Von Elbe, Vice President and General Manager
Equipment: 6 Beech 1900's, 5 Fokker F- 27's, 2 Shorts SD3-30's

Business Express (HQ) (P,M)
Sikorsky Memorial Airport
Stratford, CT 06497
(203) 378-5674
Ronald K. Goodridge, Vice Chairman; Chester H. Hooper, Vice President of Maintenance and Operations; Peggy Culver, Director of Marketing; Edward D. Knapp, Director of Operations
Equipment: 5 Beech 99's, 2 Piper Navajos

California Seaboard Airlines (LT) (P)
4600 Campus Drive
Newport Beach, CA 92660
(714) 756-1020
Mike Smith, President; Richard Williams, Vice President of Interline/Sales; A. J. Farrarg, Vice President of Finance; W. W. Cruttenden, Vice President of Finance/Chief Executive Officer; James Cruttenden, Vice President of Finance; Dave Mazola, Pilot; Kathy Rome, Reservations
Equipment: 1 Piper Navajo

Cape Smythe Air Service (6C) (P,C,M)
P.O. Box 549, Barrow, AK 97723
(907) 852-8333
Thomas Brower, President; Grant Thompson, Vice President/General Manager; Dorcas Thompson, Secretary/Treasurer; Bill Bemmels,
Director of Operations; John Kurse, Director of Maintenance
Equipment: 5 Cessna 207's, 1 Cessna 185, 4 deHavilland Twin Otters
Cargo aircraft only: 1 Shorts Skyvan

Capitol Air Service (RX) (P,C)
Municipal Airport, Manhattan, KS 66502
(913) 539-7623
Gary Cromer, President
Equipment: 2 deHavilland Twin Otters, 3 Cessna 207's, 5 Cessna 402's

Caribbean Express (WH) (P,C)
Municipal Airport, P.O. Box 1079
Miami Springs, FL 33166
(305)884-6555
Jerri A.M. Cooper, President; Thomas Cooper, Vice President; Cathryn Cooper, Secretary/Treasurer
Equipment: 9 Cessna 402's

Cascade Airways, Inc. (CZ) (P,C,M)
P. O. Box 19207, Spokane Int'l Airport
Spokane, WA 99219
(509) 838-4168
Mark Chestnutt, President; Mark A. Nielson, Vice President Marketing; Donald G. Mell, Director Finance; Timothy Komberec, Director Operations; Tom Clark, Director Stations; Jerry Jenkins, Director Sales
Equipment: 8 Beech 1900's, 2 British Aerospace 748's, 5 British Aerospace BAC 1-11's, 2 Fairchild Metros

Catskill Airways Inc. (KF) (P,C)
R.D. 4, Box 72I, Oneota, NY 13820
(607)432-8222
Stephen C. Low, President; Barbara Low, Vice President; William Lunn III, Vice President of Marketing; John Wager, Director of Maintenance
Equipment: 1 Beech 99, 1 Beech Baron 58

Centennial Airlines, Inc. (BE) (P,C)
P.O. Box 1860, Worland, WY 82401
(307) 347-9321
Lawrence M. Woods, President & Chief Executive Officer; David K. Redpath, Executive Vice President-Administration; Rolly C. Bergeson, Director of Operations and Passenger Service
Equipment: 1 Beech 99

Central Airways (ZA) (P,M)
701 S.W. 48th Street
Ft. Lauderdale, FL 33315
(305)764-5111
Equipment: 4 Cessna 402's, 4 Piper Senecas

Chalk's International Airline, Inc. (BK) (P,C)
915 N.E. 125th Street
North Miami, FL 33160
(305) 893-7900
James M. Crosby, Chairman of the Board; I.G. Davis, Jr., President; Richard H. Olson, Executive Vice President; Robert D. Peloquin, Vice President; David Bowden, Vice President/Secretary; Tom O'Donnell, Treasurer; William Dean, General Manager
Equipment: 4 Grumman Mallards, 6 Grumman Albatrosses

2601 Channel Drive
Juneau, AK 99801
(907) 586-3331
Ken Loken, President; Ray Landingham, Vice President; Kip Groves, Operations Manager
Equipment: 2 Grumman Gooses, 1 deHavilland Beaver, 2 Cessna 206's

Chaparral Airlines, Inc. (FC/AA) (P,C,M)
(d.b.a. American Eagle Commuter)
Box 206, Abilene, TX 79601
(915) 675-8000
Clark Stevens, President; R. G. Vick, Vice President & Development; James Shaw, Vice President Flight Operations; Chuck Cole, Vice President Aircraft Maintenance; C. G. Whitten, Secretary/Treasurer
Equipment: 2 Grumman Gulfstream G1-C's, 3 CASA 212's, 3 Beech 99's

Chautauqua Airlines (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
Box 505, Jamestown, NY 14702
(716)664-2400
Joel Hall, President; Gloria Hall, Executive Vice President/Secretary
Equipment: 3 Beech 99's, 2 Shorts SD3- 30's, 5 Fairchild Metros

Chisum Flying Service of Alaska, Inc. (none) (P,C,M)
P.O. Box 1288, Cordova, AK 99574
(907) 424-7671
Petie Chisum, President; G.C. Jack Chisum, Vice President; D. Clark Dechant, Vice President of Fixed Wing Operations; Garry M. Wiltrout, Vice President of Helicopter Operations; Bret Fishell, Administrative Assistant
Equipment: 1 deHavilland Beaver, 1 Cessna 206

Christman Air System (SX) (P,C,M)
P.O. Box 776, Washington, PA 15301
(412)225-4000
Walter J. Christman, President; Jerry L. Gooden, Vice President; Timothy Akey, Director of Maintenance; Paul Schaum, Director of Operations
Equipment: 4 Beech 99's, 2 Piper Navajos

Clinton Aero
(now doing business as Brockway Air)
See listing under Brockway Air

Cloud Nine Helicopters
(d.b.a. Hawaii Pacific Helicopters)
See listing under Hawaii Pacific Helicopters

C & M Airlines
(d.b.a. Indian Wells Airlines)
See listing under Indian Wells Airlines

Coastal Air
(d.b.a. National Air Cargo)
See listing under National Air

Coastal Air Transport (DQ) (P)
P.O. Box 3985, Christianstead, St. Croix
U.S. Virgin Islands 00820
(809)773-6862
Michael Foster, President
Equipment: 1 Cessna 402

Colgan Airways Corporation (CJ) (P,C)
P.O. Box 1650, Manassas, VA 22110
(703) 361-1123
Charles J. Colgan, President; Herschel G. Connell, Executive Vice President; Michael J. Colgan, Vice President of Marketing and Sales; Frank Wiederman, Director of Maintenance; John Johnston, Director of Operations
Equipment: 7 Beech 99's

Comair, Inc. (DL) (P,C)
(d.b.a. The Delta Connection)
P.O. Box 75021, Cincinnati, OH 45275
(606) 525-2550
David R. Mueller, President; David A. Siebenburgen, Vice President Finance; Charles E. Curran III, Vice President Marketing; Kermit M. Stuart, Vice President Flight Operations; Richard A. Elliot, Vice President Maintenance; Wesley C. Moore, Vice President Customer Service; Richard D. Siegel, Secretary;
Equipment: 6 Shorts SD3-30's, 9 Fairchild Metros, 10 Embraer Bandeirantes, 2 SAAB Fairchild SF-340's

Command Airways, Inc. (DD) (P,C,M)
Dutchess County Airport
Wappingers Falls, NY 12590
(914) 462-6100
Kingsley G. Morse, President; David P. Long, Senior Vice President Maintenance & Operations; Henry F. Noon, Vice President of Flight Operations; Joseph J. Milkowski, Vice President/Controller; Glen N. Nelson, Vice President of Customer Service; Elizabeth F. Gephart, Assistant Vice President of Marketing
Equipment: 9 Shorts SD3-30's

Continental Commuters:
See Pioneer Airlines
Royale Airlines

Cook Inlet Aviation, Inc. (4G) (P,C,M)
P. O. Box 1855, Homer, AK 99603
(907) 235-8163
R. W. Gruber, President; W.C. Snyder, Jr., Vice President/General Manager
Equipment: 3 Cessna 207's, 1 Cessna 185 Floatplane

Coral Air (VY) (P)
P.O. Box 3260, Christianstead, St. Croix
U.S. Virgin Islands 00820
(809)778-9122
Carol Ray Colliton, Chairman of the Board; Mario Vasquez, President; Mike Johnson, Director of Operations & Chief Pilot; Ruppert Ralph, Director of Maintenance
Equipment: 2 deHavilland Twin Otters, 2 Britten Norman Tri-Islanders

Crescent Helicopters Inc. (2C) (P,C,)
620 S. 28th Avenue
Bellwood, IL 60104
(312) 544-9580
J. P. Sauerman, President; D. H. Kepple, Vice President/Director of Operations; L. C. Marini, Director of Marketing
Equipment: 1 Hughes 500D, 1 Bell 206

Crown Airways (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
Clearfield-Jefferson County Airport
P.O. Box 377
Falls Creek, PA 15840
(814)371-2691
Gerald Stecker, President; A.J. Beiga, Vice President & General Manager; Phillip Burnaman, Secretary; Michael Decker, Director of Operations; George Bell, Director of Maintenance; Daniel Parsons, Director of Marketing and Customer Services; Warren Louis, Chief Pilot; Mary Smith, Accounting Manager
Equipment: 3 deHavilland Twin Otters, 3 Shorts SD3-30's

Crownair/Dorado Wings (KW) (P)
San Juan International Airport, Gate 1-A
San Juan, PR 00913
(809)796-1448
James Quinn, President; Noel Velez, Director of Sales & Marketing; Carlos Mari, Executive Vice President of Operations
Equipment: 6 deHavilland Twin Otters,11 Britten Norman Islanders

Cumberland Airlines (NQ) (P,C)
P.O. Box 1611, Cumberland, MD 21502
(304)738-8640
A.D. Nicholson, President; Dale B. Nicholson, Executive Vice President; Carol Kenny, Public Relations; Brian Thompson, Manager of Stations
Equipment: 5 Piper Aztecs, 6 Piper Navajos

Custom Aviation, Inc.
(d.b.a. Desert Sun Airlines)
See listing under Desert Sun Airlines

Delta Connection Commuters:
See Altantic Southeast Airlines
Comair
Ransome Airlines
Rio Airways

Desert Airlines (XT) (P,C)
P.O. Box 90452, Los Angeles, CA 90009
(213) 678-7037
Andy Pike, President; Douglas Crowther, Director of Marketing
Equipment: 1 Piper Navajo, 1 Piper Seneca

Desert Sun Airlines (FE) (P)
3333 E. Spring Street, Suite 200
Long Beach, CA 90806
(213) 595-1814
Ralph Rina, President; James Marshall, Vice President; Eileen Saunders, Vice President Accounting; Craig Wetzler, Chief of Maintenance
Equipment: 2 Beech 99's, 3 Piper Navajos

Direct Air, Inc. (UO) (P,C)
3605 E. County Road, Kokomo, IN 46901
(317) 459-0785
Michael J. Pittard, President/Treasurer; Lawrence N. Bangs, Chairman/Secretary
Equipment: 2 Piper Navajos

Dorado Wings
See listing under Crownair/Dorado Wings

Eagle Airlines (EE) (P,C)
P.O. Box 1123, Brownwood, TX 76801
(915)643-3626
George A. Day, President; Carl S. Gibbs, Vice President, Beverly Williamson, Secretary/ Treasurer
Equipment: 2 Piper Navajos

Eastern Atlantis Express
See Atlantis Airlines

Eastern Express Commuters:
See Atlantis Airlines
Eastern Metro Express

Eastern Metro Express (EA) (P)
(subsidiary of Metro Airlines)
1 Crown Center
1895 Phoenix Boulevard, Suite 300
Atlanta, GA 30349
(404)997-0431
J.L. Seaborn,President; Douglas Caldwell, Executive Vice President and COO; John Stork, Vice President Customer Sales & Service; Rick Shellnutt, Vice President Maintenance & Engineering; Joseph Travis, Vice President of Operations; Fred S. Breeden, Staff Vice President of Finance & Administration; John P. Reed, Staff Vice President of Marketing Services
Equipment: 12 British Aerospace Jetstream 31's

East Hampton Aire (IN) (P,C)
P.O. Box CCC, East Hampton, NY 11937
(516) 537-3555/3525
Francis La Vigna, C.E.O.; Robert Smith, President-Director of Operations;
John Niewenhous, Chief Pilot;
Michael Myers, Chief Inspector;
Steven Tuma, Director of Maintenance
Equipment: 2 Beech 99's, 2 Piper Navajos, 1 Beech Baron 58, 2 Beech Bonanza 36's

Ellis Air Taxi (8L) (P,M)
P.O. Box 106, Glenallen, AK 99588
(907)822-3426
Bill Ellis, President; Lynn Ellis, Vice President & Manager
Equipment: 2 Cessna 185's, 1 Piper Super Cub

Empire Airlines (UR) (P,C,M)
Oneida County Airport
Utica Rome, NY 13424
(315) 768-7831
Paul Quackenbush, Chairman & President; Howard Phipps, Senior Vice President of Finance; Teresa di Lorenzo, Vice President of Customer Services; Angelo Funicello, Vice President of Operations; James Snyder, Vice President & Controller; Coleman Harding, Vice President of Planning; Cees van Meeteren, Vice President of Maintenance
Equipment: 11 Fokker F-28's, 5 Fairchild Metros

Empire Airways (EM) (P,C)
11101 Airport Drive
Hayden Lake, ID 83835
(208) 772-4048
M.E. Spelde, President; A. L. Hall, Vice President/Chief Pilot; Randall Brink, Vice President of Operations; J. Degen, Director of Maintenance
Equipment: 2 Cessna Conquests

ERA Helicopters (AS) (P,C,M)
(operating as Alaska Airlines Subcontrator)
6160 South Airpark Drive
Anchorage, AK 99502
(907)248-4422
David Baumiester, President
Equipment: 6 deHavilland Twin Otters, 1 deHavilland Dash 7, 2 Convair 580's

Evergreen Airspur (OT) (P,C)
9841 Airport Boulevard, Suite 714
Los Angeles, CA 90009
(213)417-2222
Gary O'Conner, President
Equipment: 2 deHavilland Twin Otters, 2 Westland 30's

Executive Charter (9E) (P,C,M)
P.O. Box 486, Bethel, AK 99559
(907)543-2670
Tom Rutledge, President & General Manager; Cindy Andrechack, Secretary/ Tresurer; Phil Hoverstein, Vice President & Operations Manager
Equipment: 4 Cessna 207's

Exec Express (AD) (P,C)
2020 W. Airport Road
Stillwater, OK 74075
(405)743-3233
Phillip Trenay, President; Gary Varnell, Vice President; Don Nelson, Secretary
Equipment: 3 Piper Navajos

Fischer Brothers Aviation (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
8240 SR 309, Galion, OH 44833
(419) 468-3335
Montford R. Fischer, Jr., President;
William R. Fischer, Senior Vice President;
Keith Houk, Vice President of Operations;
Danny Daron, Vice President of Maintenance; Richard Courter, Vice President of Finance & Secretary/ Treasurer
*Equipment: 1 Shorts SD3-30,
2 Shorts SD3-60's, 3 CASA 212*

Flamenco Airways, Inc. (FK) (P,C)
P.O. Box 224, Culebra, PR 00645
(801) 722-0237
Ruben Torres, President; Benjamin Rivera, Vice President; Noemi Gonzalez, Treasurer; Luis Gonzalez, Director of Maintenance
*Equipment: 3 Britten Norman Islanders,
1 Piper Cherokee Six*

Flight Line, Inc. (EC) (P,C)
P.O. Box 2468, Jackson, MS 39225-2468
(601) 354-4081
Dennis Miller,President and General Manager; Bill Green, Treasurer; Bill Powers, Secretary;
Phoebe Faggard, Marketing; Jerry Roan, Director/
Maintenance; Dennis Jennings Director/ Operations;
Chriss Knollmeyer, Cheif Pilot
Equipment: 1 British Aerospace Jetstream 31, 1 Piper T-1040, 2 Cessna 402's; Cargo only: 3 Beech Barons

40 Mile Air, Ltd. (6M) (P,C,M)
P.O. Box 539, Mile 1313 Alaska Highway
Tok, AK 99780
(907) 883-5191
Charles Warbelow, President; Arthur Warbelow, Secretary/Treasurer; Edward Smith, Director of Maintenance
Equipment: 1 Cessna 172, 1 Cessna 206, 1 Cessna 207; Cargo only: 2 deHavillandOtters

Fort Worth Airlines, Inc. (YM) (P,C)
Meacham Field Terminal, Suite 201
Fort Worth, TX 76106
(817) 625-5341
Thomas B. King, President/C.E.O.; Sheldon C. Srutzvitch, Executive Vice President/ C.O.O.; S. Holyfield, Vice President of Finance; J. Olson, Vice President of Operations; R. Haley, Vice President of Marketing
Equipment: 4 Nihon YS-11's

Four Star Air Cargo (MI) (C)
One Air Cargo Center, St. Thomas
U.S. Virgin Islands 00802
(809)776-8847
Francis J. McCarthy, Jr., President; Thomas P. Nehez, Vice President & General Manager
Equipment: 2 Douglas DC-3's, 2 Beech 18's

Frontier Flying Service (2F) (P,C,M)
3820 University Avenue
Fairbanks, AK 99701
(907) 452-1014
John Hajdukovich, President; Kenneth R. Martin, Vice President & Director of Operations
Equipment: 4 Piper Navajos; Cargo only:1 Douglas DC-3

Golden Pacific Airlines (YB) (P,C)
4705A The Concourse, Kingman, AZ 86401
(602)757-3214
Maurice Liebman, President; Molly Liebman, Secretary/Treasurer; George Giberson, Director of Operations; George Ward, Director of Maintenance; Dennis Edmundson, Director of Marketing; Michael F. Goldman, Vice President of Government Affairs
Equipment: 4 Cessna 402's

Grand Canyon Airlines, Inc. (YE) (P)
P.O. Box 3038, National Park Airport
Grand Canyon, AZ 86023
(602) 638-2463
Elizabeth A. Seibold, President; Elling Halvorson, Vice President; John R. Seibold, Secretary/Treasurer; Ronald L. Warren, General Manager; Robert J. Donaldson, Director of Flight Operations; Michael J. Hindman, Director of Maintenance
Equipment: 2 deHavilland Twin Otters, 2 Cessna 207's

Grand Canyon Helicopters (HI) (P,C)
P. O. Box 455, Grand Canyon, AZ 86023
(602) 638-2658
Elling Halvorson, President; James Kahan, Vice-President; Joel Rash, Director of Operations; Jan Newman, Chief Pilot; Pat Noon, Director of Maintenance; Gary Sexton, Director of Sales & Marketing
Equipment: 2 Bell 206's

Great Lakes Aviation Ltd. (ZK) (P,C,M)
R.R. 3, Box 115A, Spencer, IA 51301
(712)262-7734
Douglas G. Voss, President; Eric Winger, Vice President of Marketing; Ivan L. Simpson, Vice President of Operations; Larry Young, Chief Pilot; Mark Schnell, Chief Inspector, Dianne Wilson, Director of Accounting
Equipment: 2 Beech 99's, 1 Piper Navajo, 1 Beech Baron 58

Greater Pacific Airways
(d.b.a. Air L.A.)
See listing under Air L.A.

Green Hills Aviation, Ltd. (NG) (P,C)
113 East Washington, Kirksville, MO 63501
(816) 665-4619
Michael W. Mulford, President; D. Kent Mulford, Vice President; Ben H. Hickman, Secretary/Treasurer
Equipment: 2 Piper Navajos, 2 Piper Cherokee Sixes

Gull Air, Inc. (JI/OZ) (P,C,M)
(also operating as Ozark Airlines Commuter in Florida)
Barnstable Municipal Airport
Hyannis, MA 02601
(617)771-1247
Southern Division:
Palm Beach International Airport
West Palm Beach, FL 33406
(305)686-5578
Stephen Jones, President; Robert Welch, Vice President; Alan Jones, Treasurer
Equipment: 4 CASA 212's, 14 Cessna 402's; Cargo only: 3 Beech 18's

Harbor Airlines, Inc. (HG) (P)
P.O. Box 160, Oak Harbor, WA 98277
(206) 675-8444
Jerry C. Patterson, President; Douglas L. Willrich, Vice President of Operations & Marketing; Sidney S. Smith, Director of Maintenance
Equipment: 1 Piper Navajo

Harold's Air Service, Inc. (4H) (P,C,M)
3806 University Avenue South,
Fairbanks, AK 99701
(907) 656-1251
Harold Esmailka, President; Bill Fisher, Executive Vice President; Joe Dickinson, Vice President of Finance; Nick Grimaldi, Vice President of Customer Services; Roger Huntington, Treasurer
Equipment: 1 Embraer Bandeirante, 1 Douglas DC-3, 2 Piper Navajos, 1 Piper Cherokee Six, 15 Cessna 207's, 1 Cessna 210, 1 Cessna 185, 1 Cessna 180 Cargo only: 1 deHavilland Otter

Havasu Airlines (HW) (P,C)
P.O. Box 2125
Lake Havasu City, AZ 86402
(602)855-4945
H.D. Nicholson, President
Equipment: 5 Piper Navajos

Hawaii Pacific Helicopters, Inc. (none) (P)
228 Lagoon Drive, Suite 207
Honolulu, HI 96814
(808)836-1566
Steven S. Fern, President; Sheree Skinner, Senior Vice President; Bruce Mayes, Vice President Administration/Operations; Robert Stanga, Director of Maintenance; Corinne Zane, Director of Marketing
Equipment: 1 Bell 206, 1 Bell Long Ranger, 1 Hughes 500D

Henson Aviation, Inc. (PI) (P,C,M)
(d.b.a. Piedmont Regional Airlines)
Salisbury Wicomico Airport
Salisbury, MD 21801
(301) 742-2996
Richard A. Henson, President; Thomas A. Walsh, Executive Vice President; Thomas H. Foltz, Vice President of Finance; Norman S. Grubb,Vice President of Operations; John W.Presburg, Vice President of RoutingDevelopment & Scheduling
Equipment: 8 Beech 99's, 8 Shorts SD3- 30's, 5 deHavilland Dash 7's

Hermen's Air, Inc. (2E) (P,C,M)
Box 88, St. Mary's, AK 99658
(907)438-2112
Stan Hermens, President; Tan Hermens, Secretary/Treasurer
Equipment: 10 Cessna 207's, 2 Cessna 172RG's, 1 Cessna 402, 1 Cessna 185, 3 Cessna 208's, 1 Piper Seneca Cargo only: 1 deHavilland Otter

Holiday Airlines Inc. (JO) (P)
Terminal A. Newark Int'l Airport
Newark, NJ 07114
(201) 961-2770
H. Klein, President; D. Borzomati, Vice President
Equipment: 2 deHavilland Twin Otters

Horizon Air (QX) (P,C,M)
19521 Pacific Highway South
P.O. Box 48309, Seattle, WA 98148
(206) 241-6757
Milton G. Kuolt II, President, Chief Executive Officer & Chairman of the Board; Mike Lowry, Vice President of Finance; John Kuolt, Vice President of Sales & Marketing; Phil Price, Vice President of Planning & Administration; Joanne Traska, Corporate Secretary; George Bagley, Vice President of Flight Operations, Bruce McCaw, Vice President and Director; Art Thomas, General Counsel
Equipment: 1 Fokker F-28, 13 Fairchild F-27's, 20 Fairchild Metros

Imperial Airlines, Inc. (II) (P,C)
2210 Palomar Airport Road
Carlsbad, CA 92008
(619) 438-3612
James Harmon, President; Mark Harmon, Executive Vice President; Richard Fairbanks, Vice President of Finance; Merril Hulse, Staff Vice President of Maintenance; Henry Martin, Director of Flight Operations
Equipment: 6 Embraer Bandeirantes, 3 Shorts SD3-60's

Indian Wells Airline (KA) (P,C)
P.O. Box 466, Inyokern, CA 93527
(619) 377-4345
Robert E. Mikesell, President; Ben Sill, Director of Maintenance
Equipment: 1 Cessna 402, 1 Cessna 411

Jetstream International Airlines, Inc. (TF) (P,M)
Erie International Airport
1611 Asbury Road, Erie, PA 16505
(814) 838-6886
V. Neal Frey, Chairman; Ruth N. Frey, President; James Creagh, Vice-President; Calvin L. Humphrey, Director of Operations; Edward McCusker, Director of Marketing; Albert Schroeck, Treasurer/ Director of Finance
Equipment: 6 British Aerospace Jetstream 31's, 2 Embraer Bandeirantes, 1 Cessna Titan

Kenmore Air Harbor (5K) (P,C)
P.O. Box 64, Kenmore, WA 98028
(206) 486-1257
R.B. Munro, President; G.R. Munro, Flight Operations Manager; William Peters, Assistant General Manager; Norm Hradec, Director of Maintenance
Equipment: 3 deHavilland Beavers

Kenosha Aero, Inc.
(d.b.a. Alliance Airlines)epSee listing under Alliance Airlines

Kingman Aviation
(d.b.a. Golden Pacific Airlines)
See listing under Golden Pacific Airlines

Kitty Hawk Airways (KH) (C)
8034 Aviation Place
Dallas, TX 75235
(214) 350-4628
Larry Smith, President; Ken Dunn, Vice President
Equipment: 1 Cessna 182, 2 Beech Bonanza36's, 1 Beech Baron 58, 1 Piper Cherokee Six, 1 Piper Malibu, 1 Piper Seminole, 1Piper Aerostar, 1 Piper Navajo

K & M Helicopter
(d.b.a. Air Link)
See listing under Air Link

LAB Flying Service, Inc. (JF) (P,C,M)
Box 272, Haines, AK 99827
L.A. Bennett, President; Lynn Bennett, Vice President; Agnes Bennett, Secretary/ Treasury
Equipment: 2 Britten Norman Islanders, 3 Piper Cherokees, 7 Piper Cherokee Sixes, 2 Piper Senecas, 2 Helio Couriers; Cargo only: 1 Piper Cherokee Six

Lake Union Air Service (none) (P)
1100 Westlake Avenue North
Seattle, WA 98102
(206)284-0300
Clyde Carlson, Owner; Cort Tageman, Pilot; Rocky Prentice, Pilot; Lance Lamabee, Pilot; Scott Bethae, Mechanic-Maintenance
Equipment: 4 Cessna 206's, 1 deHavilland Beaver

Las Vegas Airlines, Inc. (TQ) (P,C)
P. O. Box 15105, Las Vegas, NV 89114
(702) 647-3056
Donald J. Donohue, President, Chairman ofthe Board & Chief Executive Officer; Donald J. Donohue, Managing Director; David R. Donohue, General Manager; Ron K. Beard, Director of Maintenance; Frank L. Bates, Chief Pilot
Equipment: 4 Piper Navajos, 1 Piper Cherokee Six

Long Island Airlines (YL) (P)
Gate 2, Republic Airport
Farmingdale, NY 11735
(516) 752-8305
Michael S. Peragine, President; Budd Levinson, Chairman of the Board; Al Landsman, Co-Chairman; Ed Harahush, Director of Operations; Gary Van Steenburgh, Director of Maintenance; Phillip J. Jensen, General Manager
Equipment: 1 deHavilland Twin Otter, 2 Piper Navajos, 1 Piper Aztec

Ludlow Aviation, Inc. (9L) (P,C)
(d.b.a. Astor Air)
See listing under Astor Air

Mall Airways, Inc. (FH) (P)
Albany Airport, Albany, NY 12211
(518) 869-0432
R.X. Knipe, President; P.E. Rodgers, VicePresident of Finance/Treasurer; R.X.Knipe, Jr., Vice President ofMaintenance; Laura E. Knipe, Corporate Secretary
Equipment: 6 Beech 99's, 3 Piper Navajos

Mammoth Air Shuttle (TB) (P,C,M)
P.O. Box 7309, Mammoth Lakes, CA 93546
(619)935-4339
Gordon Glavov, President
Equipment: 1 Piper Navajo

Marco Island Airways
Acquired by PBA in 1984

Maui Airlines (8M) (P,C)
4500 Campus Drive, Suite 114
Newport Beach, CA 92660
(714)756-8955
R.C.K. Lee, Chairman; Charles Ceppi, President; Caleb Zia, Vice President; Barbra Burke, Director of Interline Sales; Chuck Hill, Director of Operations
Equipment: 4 deHavilland Twin Otters, 2 Piper Navajos

Mesa Air Shuttle, Inc. (YV) (P,C)
P.O. Box 89, Farmington, NM 87499
(505) 327-0271
Larry L. Risley, President/General Manager; Etta J. Risley, Vice President/Director of Stations; Mike Tucker, Director of Operations; Randy Wagner, Director of Maintenance
Equipment: 3 Beech 99's

Mesaba Airlines (XJ/NW) (P,C,M)
(also operating as Northwest Orient Airlink)
6201 - 34th Avenue South
Minneapolis, MN 55450
(612) 726-5151
Robert D. Swenson, President & Chief Executive Officer; Allan A. Hann, Vice President of Marketing & Customer Service; David K. Knudson, Vice President & Treasurer; Philip L. Swenson, Secretary & Assistant to the President; Jeffrey A. Claypool, Vice President of Flight Operations; Bernhard C. Loegering, Vice President of Maintenance
Equipment: 7 Beech 99's, 2 Fokker F-27's

Metro Airlines (HY/FY/AA/EA) (P,C,M)
Also MetroFlight Airlines, Eastern Metro Express (see separate listing) and American Eagle Commuter
16200 Old Galveston Road
Houston, TX 77062 or
P.O. Box 58608
Houston, TX 77258
(713)488-2900
E.A. Henderson, Chairman of the Board; J.L. Seaborn, President; Larry Vernon, Vice President of Finance; Arlene Dean, Vice President of Human Resources; Joe Travis, Vice President of Operations & Maintenance; Ben Harrison, Staff Vice President of Pricing and Scheduling
Equipment: 14 deHavilland Twin Otters, 8Convair 580's

Mid Pacific Airlines, Inc. (HO) (P,C,M)
P.O. Box 30843, Honolulu, Hawaii 96819
(808) 833-0026
John J. Higgins, President; Nolan J. Kramer, Executive Vice President; Edward S. Nielsen, Vice President of Finance and Administration; Harold D. Cope, Senior Vice President of Operations; George E. Kelly, Vice President of Maintenance
Equipment: 11 Nihon YS-11's

Midstate Airlines (IU) (P,C,M)
3101 Dixon Street
Stevens Point, WI 54481
(715) 346-8000
John Joanis, Chairman of the Board; Bryce Appleton, President; Donald D. Olson, Vice President of Administration; David R. Miller, Vice President; Bernard C. Hlavac, Treasurer; Caroline Fribance, Secretary; Joseph Bennis, Director of Operations; Robert Peterson, Director of Maintenance
Equipment: 13 Fairchild Metros, 2 Fokker F-27's

Midwest Aviation (WV) (P)
Route 4, Box 16-C
Marshall, MN 56258
(507)537-3164
Ray Johnson, President; Morlys Johnson, Secretary/Treasurer
Equipment: 1 Beech Queenair

Mississippi Valley Airlines (XV) (P,C,M)
Box 949, Moline, IL 61265
(309)764-2228
Arthur G. Hailand, Jr., Chairman of the Board; Patrick J. Thompson, President & Chief Executive Officer; Edward C. Slivken, Vice President of Finance; Dick Fontaine, Vice President of Marketing & Planning; Stephen W. Leonard, Vice President of Operations
Equipment: 6 Shorts SD3-30's, 6 Shorts SD3-60's, 4 Fokker F-27's

Montauk Caribbean Airways, Inc.
(d.b.a. Long Island Airways)
See listing under Long Island Airlines

Mountair Airlines, Inc. (7M) (P)
(d.b.a. Mountair Air Commuter)
P.O. Box 488, Denver, NC 28037
(704) 465-1336
David Clark, Chief Executive Officer; Bill Simpson, Chief Operations Officer & Executive Vice President; Hugh Bingham, Vice President; John Jioffre, Secretary & Treasurer; John Ratliff, Chief Pilot
Equipment: 1 Cessna 402, 1 Cessna Titan

Nantucket Aircraft Maintenance, Inc.
(d.b.a. Will's Air)
See listing under Will's Air

National Air (none) (C)
(U.P.S. Subcontractor)
Newport State Airport
Middletown, RI 02840
(401)846-6632
Jerry McNamara, President; Oscar Basillo, Vice President
Equipment: 12 CASA 212's

NewAir Flight, Inc. (NC) (P)
Tweed-New Haven Airport
New Haven, CT 06512
(203) 469-2364
Donald Santacroce, President; Kevin Burns, Executive Vice President; Allan DeFilippo, Vice President of Finance; Anthony DiVerniero, Director of Operations; Larry Ross, Director of Maintenance; Frank Arcivolo, Director ofMarketing
Equipment: 2 Embraer Bandeirantes, 1 Shorts SD3-60, 4 deHavilland Twin Otters

New England Airlines, Inc. (EJ) (P,C)
Westerly State Airport
Westerly, RI 02891
(401) 596-2460
William G. Bendokas, President & Treasurer; Lois J. Bendokas, Vice President & Secretary; Marianne E. Starwalt, General Manager; Brian M. Dorsey, Chief Pilot
Equipment: 3 Britten Norman Islanders, 3 Piper Cherokee Sixes, 1 Piper Cherokee, 1 Cessna 172

New York Helicopter Corp., (HD) (P,C)
(d.b.a. New York Helicopter)
North Avenue, Garden City, NY 11530
(516) 228-8300
Emil Cianciulli, Chief Executive Officer; Frederic Fine, Vice Chairman, Denis Keith Petch, Vice President and General Manager; Martin F. Schnabel, Vice President Industry Affairs; James Greene, Vice President Marketing and Sales; Peter Zutty, Vice President Finance; Patrick Mallen, Vice President Maintenance, Richard Mele, Operations Manager
Equipment: 5 Aerospatiale 360C's, 3 Sikorsky S-58's

Nicholson Air Service, Inc.:
See Cumberland Airlines
Havasu Airlines

North American Airlines (GG) (P)
5601 N.W. 15th Avenue
Ft. Lauderdale, FL 33309
(609)641-2727
Robert Terry, President; James Baronie, Executive Vice President; Bill Smallwood, Director of Dispatch Services; Alan Bernstein, Director of Inflight Operations
Equipment: 4 Israel Aircraft Industries Aravas

North American Helicopter Services, Inc.
(d.b.a. Grand Canyon Helicopters)
See listing under Grand Canyon Helicopters

Northern Airways, Inc. (3N) (P,C)
Mark Andrews International Airport
Grand Forks, ND 58201
(701) 746-4501
Jon N. Harty, President and Chief Executive Officer; David A. Vaaler, Chairman; Orvis Kloster, Vice President; Doyle Nordby, Vice President of Operations, John McCormick, Secretary; Ardel Vilandre, Treasurer
Equipment: 1 Beech 99, 2 Piper Navajos

Northwest Orient Airlink:
See Mesaba Airlines

Omniflight Helicopter Services
(d.b.a. Pan Am Helicopter)
See listing under Pan Am Helicopter

Otter Air (3Q) (P)
1327 Fairview Avenue East
Seattle, WA 98102
(206)322-1800
Keith Lashley, President/Secretary
Equipment: 1 deHavilland Beaver

Ozark Airlines Commuter:
See Gull Air

Pacific Coast Airlines (ID) (P,C)
P.O. Box 459, Goleta, CA 93117
(805)967-0443
Terrance Cedar, Executive Vice President; Trena Moore Pauly, Administrative Vice President; James Hubbard, Vice President of Operations; Glenda Klein, Vice President of Finance
Equipment: 7 British Aerospace Jetstream 31's

Pan Am Helicopter (PA) (P)
(operated by Omniflight Helicopter Services, Inc.)
Hangar 3, Linden Airport
Linden, NJ 07036
(201) 862-5300
Peter Q. Bales, President; Charles W. Robinson, Vice President; Bruce Heefner, Controller; Melvin Venable, Director of Maintenance
Equipment: 4 Bell 222's, 2 Westland 30's

Panorama Air (none) (P)
214 Lagoon Drive, Honolulu, HI 96819
(800)367-2671 or (808)836-2122
Paul D. Risher, President; Harry G. Glidden, Vice President & Director Operations; Gloria M. Hutchison, Vice President & Director of Marketing; Frank A. Grainger, Chief Pilot; Kenneth Fletcher, Manager Interline; George Tandue, Director of Maintenance
Equipment: 9 Piper Navajos

PBA (PT) (P,C,M)
(Provincetown Boston Airlines)
3201 Radio Road, Naples, FL 33942
(813)774-8822
Peter H. Van Arsdale, President & Chief Executive Officer, Maurice P. Morissette, Vice President of Finance & Treasurer, Philip Ben-David, Vice President of Operations; Norman Piasecki, Vice President of Maintenance; Sergio Balegno, Director of Marketing; Donna Fiala, Director of Marketing (Southern Division)
Equipment: 53 Cessna 402's, 18 Embraer Bandeirantes, 12 Douglas DC-3's, 11 Martin 404's, 9 Nihon YS-11's

Pee Dee Air Express
(d.b.a. Trans Southern Airways)
See listing under Trans Southern Express

Peninsula Airways, Inc. (KS) (P,C,M)
P.O. Box 36, King Salmon, AK 99613
(907)246-3372
Orin Seybert, President; Geroge Tibbets, Vice President; Dick Harding, Chief Pilot; George Tibbits Jr.,Director Operations for King Salmon; Brian Caricaburu, Director Operations for Cold Bay
Equipment: 1 Britten Norman Islander, 3 Grumman Gooses, 1 Grumman Widgeon, 7 Piper Cherokees, 1 Piper Aztec, 3 Piper Navajos, 1 Cessna Conquest, 1 Cessna 180
Cargo Only: 1 deHavilland Twin Otter

Pennsylvania Aviation
(d.b.a. Wings Airways)
See listing under Wings Airways

Pennsylvania Commuter Airlines, Inc. (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
Harrisburg International Airport
Middletown, PA 17057
(717)944-2781
L. W. Clark, President; W. C. Clark, Executive Vice President; W. J. Staz, Controller; M. D. Yocum, Director Flight Operations; R. Kaylor, Director Maintenance; J. L. Ehringer, Vice President Marketing & Sales
Equipment: 4 Shorts SD3-60's, 5 Shorts SD3-30's, 3 deHavilland Twin Otters

Phillips Airlines (PP) (P,C)
5814 E. Michigan Blvd.
Michigan City, IN 46360
(219)872-5571
Keith Mosher, President; Shirley Mosher, Secretary/Treasurer
Equipment: 1 Piper Navajo, 2 Piper Aztecs, 1 Piper Twin Comanche

Piedmont Regional Airlines:
See Henson Airlines

Pilgrim Airlines (PM) (P,C,M)
P.O. Box 1743, New London, CT 06320
(203) 446-1551
Joseph M. Fugere, President; Warren Fucigna, Vice President; Dennis Sobile, Vice President of Maintenance; John Gallishon, Director of Marketing & Comptroller
Equipment: 1 Fokker F-28, 6 Fokker F-27's, 6 deHavilland Twin Otters

Pioneer Airlines (JB/CO) (P,C)
(also operating as Continental Commuter)
Stapleton International Airport
Hangar 5
Denver, CO 80207
(303)398-2115
David Forward, Chairman; William Cheek, President
Equipment: 9 Fairchild Metros, 2 Beech 99's

Pocono Airlines, Inc. (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
Wilkes-Barre/Scranton International Airport
Avoca, PA
(717) 655-2989
Walter E. Hoffman, Jr., Chief Executive Office & President; Gil Edgar, Assistant to the President, Vice President of Marketing; Steve Finn, Chief Pilot & Vice President of Flying; Jim Greenwood, Vice President of Maintenance; Tom Gulla, Vice President of Operations
Equipment: 5 Aerospatiale Nord 262's, 2 Fairchild Metros

Pompano Airways (MG) (P,C)
300 S.W. 34th Street
Ft. Lauderdale, FL 33315
(305)523-0400
Richard Asper, Chief Executive Officer; John Rassias, President; Jed R. Wolcott, Senior Vice President and Chief Financial Officer; George Chiulli, Vice President of Flight Operations; Kelly Green, Vice President of Passenger Services
Equipment: 5 Aerospatiale Nord 262's, 4 Cessna Titans

Precision Valley Aviation, Inc. (RP) (P,C,M)
(d.b.a. Precision Airlines)
Hartness State Airport
North Springfield, VT 05150
(802)886-2231
Walter L. Fawcett, Jr., President; Suki B. Fawcett, Vice President of Traffic & Sales; Walter F. Zawalick, Vice President of Finance & Administration; Donald A. Delande, Vice President of Maintenance
Equipment: 4 Dornier 228-200's, 5 Beech 99's, 1 deHavilland Twin Otter, 3 Piper Navajos

PRINAIR (PQ) (P,C,M)
International Airport, Isla Verde
Carolina, PR 00913
(809)791-0404
Cesar Toledo, Chairman of the Board & Chief Executive Officer; Jose Facundo, President/COO; Aida Morales, Comptroller; Rafael Gilestra, Vice President of Maintenance; Mike Martinez, Vice President of Sales & Marketing; Victor Almeida, Director of Operations
Equipment: 10 CASA 212's, 2 Convair 580's, 2 deHavilland Herons; Cargo only:2 deHavilland Herons

Princeville Airways (WP) (P)
Commuter Airline Terminal
International Airport
Honolulu, HI 96819
(808)833-7318
Harry Trueblood, President & Director; Walter Challenger, Vice President & Chief Financial Officer; Mike Hannon, Corporate Secretary & Director; Mary Duryea, Treasurer
Equipment: 2 deHavilland Twin Otters

Pro Air Services (SZ) (P)
P.O. Box 593213, Miami, FL 33159
(305)884-8184
George R. Armagost, President; Barbra Armagost, Director of Operations & Vice President; Warren Dukes, Chief Pilot; George K. Armagost, Secretary/Treasurer
Equipment: 1 Martin 404, 1 Douglas DC-3,2 Cessna 402's, 2 Beech 18's, 1 AeroCommander 500

Provincetown-Boston Airlines, Inc.
(d.b.a. PBA)
See listing under PBA

Puerto Rico International Airlines, Inc.
(d.b.a. PRINAIR)
See listing under PRINAIR

Ransome Airlines (RZ/DL) (P)
(d.b.a. The Delta Connection)
Northeast Philadelphia Airport
Grant Avenue & Ashton Road
Philadelphia, PA 19144
(215)934-6111
J. Dawson Ransome, Chairman & President; P. Allan Ransome, Jr. Executive Vice President; Ernest L. Ransome, III, Vice President; John F. Leonard, Sr. Vice President of Administration & Finance; David E. Ferrucci, Vice President of Operations & Maintenance; Joel F. Dowshen, Director of Marketing
Equipment: 4 Aerospatiale Mohawk 298's, 8 deHavilland Dash 7's

Reeves Air (RQ) (P,C)
250 Lagoon Drive, Honolulu, HI 96819
(808)833-2477
Douglas Reeves, President/Secretary/Treasurer; William T. Reeves, Vice President
Equipment: 4 Cessna 402's

Republic Airlines Commuter:
See Simmons Airlines

Resort Air (7R) (P,C)
12 Maryland Plaza, St. Louis, MO 63108
(314)367-6300
B.F. West, President; Maxwell Weaver, Vice President Operations; Betty Board, Vice President Administration; Hulas Kanodia, Vice President Chief Financial Officer; Wayne Smith, Director of Maintenance
Equipment: 4 Fairchild Metros

Resort Airlines (RY) (P,C)
P.O. Box 131701, Wilson Point Road
Baltimore, MD 21220
(301)391-5252
William B. Paris III, President; Elizabeth Paris, Vice President, Secretary & Treasurer; E. Daniel Parker Sr., Director of Operations
Equipment: 3 Piper Navajos, 4 Piper Cherokee Sixes

Resorts International Airline, Inc. (7D) (P,C)
(d.b.a. R.I.A.)
900 Lincoln Harbor Heliport, P.O. Box 789
Weehawken, NJ 07087
(201)865-6900
Columbus O'Donnell, Executive Vice President; Matthew Zuccaro, General Manager; Sanford Goldstein, Chief Pilot; Robert S. Volpe, Director of Maintenance
Equipment: 3 Sikorsky S-61N's

Rio Airways, Inc. (DL) (P,C,M)
(d.b.a. The Delta Connection)
Municipal Airport, P.O. Box 636
Killeen, TX 76541
(817)699-3010
T. C. Connell, Chairman; Mark S. Connell, Vice Chairman; F. E. Pete Howe, President; Leonard Gulig, Executive Vice President; Fred Brown, Treasurer
Equipment: 4 deHavilland Dash 7's, 5 deHavilland Twin Otters, 2 Beech 99's, 2 Beech 1900's

Rocky Mountain Airways, Inc. (JC) (P,C)
Hangar No. 6, Stapleton Int'l Airport
Denver, CO 80207
(303)398-5350
Gordon Autry, President; J. B. Stone, Executive Vice President & General Counsel; Dennis R. Heap, Senior Vice President-Marketing; Elton McKensie, Vice President of Finance; Bill Bottoms, Senior Vice President of Operations; Bruce Gunberg, Vice President-Flight Operations
Equipment: 6 deHavilland Dash 7's, 3 deHavilland Twin Otters

Royal Hawaiian Air Service (ZH) (P)
3000 Honolulu International Airport
Honolulu, HI 96819
(808) 836-2531
Robert D. Haws, President, Chief Executive Officer & Secretary; Darwin E. Hammersley, Vice President & Director of Operations; Arthur E. Phillips, Vice President & Chief Pilot; Stephen J. Achong, Treasurer; George E. Hurd, Jr., Director of Maintenance; William M. Gough, Jr., Director of Marketing
Equipment: 15 Cessna 402's, 2 deHavilland Twin Otters

Royale Airlines, Inc. (OQ/CO) (P,C)
(also d.b.a. Continental Commuter)
Shreveport Regional Airport
Shreveport, LA 71109
(318) 635-8168
Robert E. Phillips, President and Chief Operating Officer; James H. Nelson, Vice President Sales and Services; Chris J. Zawada, Treasurer Controller; Don Bethel, Vice President of Maintenance; Roscoe Sprinkel, Vice President of Operations
Equipment: 12 Embraer Bandeirantes, 9 Grumman Gulfstreams

Ryan Air Service, Inc. (XY/AS) (P,C,M)
(Also operates as Alaska Airlines)
P.O. Box 127, Unalakleet, AK 99684
(907)624-3200(907)248-0695
Wilfred Ryan, President/Director of Operations, Adrian Ryan, Vice President, John Eckels, Secretary/Treasurer & General Manager
Equipment: 2 Beech 1900's, 1 Beech 99, 3 Britten Norman Islander, 5 Cessna 207's, 2 Cessna 402's, 1 deHavilland Twin Otter

Saber Aviation, Inc. (SP) (C)
3840 Airport Drive, Charlotte, NC 28208
(704) 394-7279
John F. Yearwood, President; Thomas M. Thorpe, Director of Operations; Michael W. Dockery, Director of Maintenance; Larry G. Ross, Director of Marketing; Robert J. McHale, Chief Pilot; Sandra B. Elliott, Business Manager/Corporate Secretary;
Equipment: 3 Beech 18's, 1 Douglas DC-3, 1 Fairchild Metro, 1 Fairchild Merlin, 1Curtiss C-45, 1 Piper Aerostar, 3 PiperCherokee Sixes, 2 Cessna 207's, 2 Cessna402's

Sajen Air (4S) (C)
Green Drive, Manchester Airport
Manchester, NH 03103
(603)622-5168
Lorie Eckols, President; James Eckols, Vice President/Secretary/Treasurer/ Director of Operations
Equipment: 4 Piper Navajos

San Juan Airlines (YS) (P,C,M)
1402 Fairchild International Airport
Port Angeles, WA 98362
(206)452-5326
Jimy Sherrell, President; Timothy Moore, Vice President; Barbara Fortner, Vice President of Finance; David Reeve, Vice President of Operations, Harry Biccieri, Vice President Stations
Equipment: 7 Cessna 402's, 2 Embraer Bandeirantes, 3 Cessna 207's, 2 Britten Norman Islanders

Sat-Air, Inc. (C)
(UPS Subcontractor)
9623 W. Terminal Drive
San Antonio, TX 78216
(512) 824-6045
R.E. McKelvey, President; John N. Karamanian, Director of Operations; John P. Klawin, Director of Maintenance
Equipment: 12 Fairchild Expediters

Scenic Airlines, Inc. (YR) (P)
241 E. Reno Avenue
Las Vegas, NV 89119
(702) 739-5611
John R. Seibold, President, Chief Executive Officer; Elizabeth A. Seibold, Senior Vice President, Secretary/ Treasurer; Richard A. Thomas, Vice President of Engineering; Rick L. Nord, Vice President of Marketing & Sales; Kasho Furuya, Vice President of Sales- Japan; Gerald C. Schirmer, Director of Operations; J.P. Seibold, Jr., Director of Traffic
Equipment: 8 deHavilland Twin Otters

Scheduled Skyways
See listing under new name Air Midwest Skyways

SEAIR Alaska Airlines, Inc. (KJ) (P,C,M)
P.O. Box 6003
Anchorage, AK 99502-0003
(907) 243-1115
Al Gay, President; Edgar "Ted" Lamb, Vice President, Operations; James W. Quakenbush, Vice President, Maintenance & Rotor Wing
Equipment: 7 Convair 580's, 11 deHavilland Twin Otters, 5 deHavilland Beavers

Sedona Air Center
See Air Sedona

SFO Helicopter Airlines (FN) (P)
Box 6789, Oakland, CA 94603
(415) 430-8815
Dean Hanson, President; Marvin Winograde, Director Int'l Affairs; Mike Dawson, Director of Interline; Tim Cooney, Director of Operations; Steve Champly, Director of Maintenance; Frank Maucotte, Director of Safety; Peter Prosdorff, Director of Public Relations; Doug Archer, Director of Finance; Peter Prevost, Chief Pilot; Jack Selley, Executive Vice President; Stan Boersman, Director of Corporate Affairs; Wendy Layshock, Director of Passenger Services
Equipment: 2 Bell 206's, 2 Bell Long Rangers

Simmons Airlines, Inc. (MQ/RC) (P,C,M)
(also serving as a Republic Airlines Commuter)
11 E. Goethe Street, Chicago, IL 60610
(312) 280-8222
Joel Murray, Chairman, Chief Executive Officer, Marvin W. Murray, President COO; Peter A. Piper, Executive Vice President; William Messana, Vice President and Treasurer; R. D. Morrison, Vice President-Ground Services; Abraham Lincoln, Director of Maintenance; Timothy Harristhal, Director of Flight Operations
Equipment: 3 Nihon YS-11's, 13 Shorts SD3-60's, 8 Embraer Bandeirantes

Skyfreighters Corporation (BZ) (C)
3114 S. Great Southwest Parkway
Grand Prairie, TX 75051
(214) 660-2881
Daryl Davies, Chief Executive Officer; Phil Phillip, President; Mark Karkos, Director of Operations; Don Rabbass, Director of Maintenance; Marcus McCrary, Chief Pilot
Equipment: 4 Douglas DC-3's, 1 Beech 18, 1 Fairchild Merlin

Skyway Commuter (9S) (P)
P.O. Box 2813, Ocala, FL 32678
(904)237-6277
Donald Ford, Chairman of the Board; Arthur Lloyd, President/Director of Operations; Don Taylor, Director of Maintenance
Equipment: 3 Beech 99's, 1 Piper Navajo

SkyWest/Sun Air Lines, (QG & OO) (P,C,M)
P.O. Box T, St. George, UT 84770
(801) 628-2655
Jerry C. Atkin, President and Chief Executive Officer; J. Ralph Atkin, Senior Vice President; Sidney J. Atkin, Senior Vice President; Earl B. Snow, Vice President Aircraft Operations; John Ligtermoet, Vice President Customer Service; Ron Reber, Vice President Marketing; Val Williams, Vice President Maintenance; John Bowler, Vice President Finance
Equipment: 26 Fairchild Metros

SMB Stage Lines (MJ) (C)
1060 E. Northwest Highway
Grapevine, TX 76051
(214)574-4471
Robert Grammer, President; Joe Krasendahl, Vice President of Sales; Lynn Edington, Vice President of Administration; Jon Kennedy, Vice President of Air Operations; Russ Decker, Vice President of Maintenance; Tim Sanders, Vice President of Ground Operations
Equipment: 8 Convair 600's, 3 Convair 640's, 6 Beech 18's

SouthCentral Air, Inc. (XE) (P,M)
P.O. Box 4342, 125 N. Willow Street,
Kenai, Ak, 99611
(907)283-7161 (907)283-7676
Vernon L. Lofstedt, Jr., President; Craig R. Lofstedt, Vice President; Diana K. Lofstedt, Secretary/Treasurer; Tim Miller Director/Operations; Mary Thornton, Director Accounting
Equipment: 2 Piper T-1040's, 6 Piper Navajos

Southern Express (ZE) (P,M)
P.O. Box 521850, Miami, FL 33152
(305)871-8202
Nick Finazzo, President; Rose Ryvski, Executive Vice President; Don Marshall, Vice President; John Cullen, Vice President of Operations
Equipment: 5 Embraer Bandeirantes, 11 Piper Navajos, 1 Convair 440

Southern Jersey Airways, Inc. (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
Bader Field, Atlantic City, NJ 08401
(609) 348-4528
Don Young, President and Treasurer; Henry Gorelick, Secretary; Andy Katana, Administrator and Controller; Bob Gardner, Chief Pilot; Jack Shaver, Operations; Bob Peterson, Maintenance
Equipment: 2 deHavilland Dash 7's, 6 deHavilland Twin Otters

Southwest Aviation, Inc.
(d.b.a. Midwest Aviation)
See listing under Midwest Aviation

Suburban Airlines, Inc. (AL) (P,C,M)
(d.b.a. Allegheny Commuter)
P.O. Box 1201, Reading, PA 19603
(215) 375-8551
Arthur M. Horst, President & Chief Executive Officer; David F. Rick, Executive Vice President; Craig M. Horst, Vice President of Operatons;
Paul R. Doelp, Vice President of Marketing;
Charles W. Linck, Controller;
Eugene P. McCoy, Director of Maintenance
Equipment: 1 Shorts SD3-60, 5 Shorts SD3-30's, 1 Fokker F-27, 1 deHavilland Twin Otter

Summit Airlines, Inc. (DU) (C)
Scott Plaza II, Philadelphia, PA 19113
(215) 521-4800
Joseph Wear, Chairman of the Board; Boyce Budd, President; Tim Lennon, Vice President Finance; Tom Nebiolo, Secretary/Controller; Fred Berkobin, Vice President Marketing; Ted Santos, Vice President Cargo Services
Equipment: 9 Convair 580's

Sun Aire Line
Acquired by Skywest Airlines in 1984
See listing under Skywest/Sun Aire

Sunaire (OY) (P,C,M)
Box 1686 Kingshill, St. Croix, VI 00850
(809) 778-9200
Theodore J. Montigel, President; Charles A. Billman, Vice President of Operations & Secretary; George H. Jacobus, Chairman of the Board
Equipment: 2 deHavilland Twin Otters, 1 Piper Navajo; Cargo only: 1 Cessna 207

Sunbird, Inc. (FS) (P,C)
Murray-Calloway County Airport
Murray, KY 42071
(502) 489-2199
C. Dudley Bourne, President
Equipment: 2 Piper Cherokee Sixes

Sunbird Airlines (ED) (P)
4651 Charlotte Park Drive
Charlotte, NC 28210
(704)527-7670
Roy Hagerty, President; Harry E. Hagerty, Secretary
Equipment: 5 Beech 99's, 1 Shorts SD3-30

Sun West Airlines (KY) (P,C)
2544 E. University, Phoenix, AZ 85034
(602) 273-3000
John R. Walters, President, Chief Executive Officer; C. David Keeton, Senior Vice President Marketing; Dan G. Leer, Senior Vice President Operations; Robert W. Troute, Vice President Finance
Equipment: 5 Beech 99's, 1 Piper Navajo

Susquehanna Airlines, (FR) (P)
P.O. Box 235, Sidney, NY 13838
(607) 563-2413
Bernard C. Ford, President; Shirley A. Ford, Vice President; Marge M. David, Director of Office Administration; Keven P. Stables, Director of Flight Operations;
Ray Gardner, Director of Maintenance;
Rick Mniece, Chief Pilot
Equipment: 2 Piper Navajos, 1 Beech 99, 3 deHavilland Herons, 1 Grumman Gulfstream

Talarik Creek Air Taxi (8T) (P,C,M)
P.O. Box 290, Illiamna, AK 99606
(907)571-1214
Floyd Polmater, Owner; Neal Lydick, Direcotr/Operations
Equipment; 1 Britten Norman Islander, 2 Piper Cherokees, 1 Cessna 206

Tennessee Airways, Inc. (ZN) (P,C)
Knoxville Metro Airport
Alcoa, TN 37701
(615) 970-4490
Stuart E. Adcock, President; Joyce S. Adcock, Executive Vice President, Secretary & Treasurer; H. Wayne Hughes, Vice President Maintenance; Floyd M. Byers, Vice President Traffic;
Charles R. Lee, Director of Operations;
Ms. Lee Young, Director of Marketing;
Doris Stevens, Controller
Equipment: 4 Embraer Bandeirantes, 2 Piper T-1020's

Texas Airlines (6L) (P,C)
Route 3, Box 5
Galveston, TX 77551
(409)744-7185
Rex Baker, President; Rex Baker, Jr., Vice President; Rafael Rivas, Secretary/Treasurer
Equipment: 2 Piper T-1040's, 1 Piper Navajo

Texas National Airlines, Inc. (6B) (P,C)
6800 Park Ten Blvd., Suite 200 NO
San Antonio, TX 78213
(512) 732-3831
Roger P. Ringler, President; Don Boisvert, Director of Operations; Almond E. Roberts, Director of Maintenance; J. Ted Light, Treasurer; Conrad Miller, Secretary; Paul Hernandez, Comptroller
Equipment: 2 Piper Navajos

Trans Air Inc. (GO) (P)
511 S.E. 32 Court
Ft. Lauderdale, FL 33316
(305) 763-3006
James Dent, Chief Executive Officer; Lori P. Godbold, Corporate Vice President; George Berish, Corporate Treasurer, John Dent, Corporate Secretary; Gary Adams, Corporate President
Equipment: 13 Cessna 402's

Trans-Colorado Airlines (VJ) (P)
1777 Aviation Way
Colorado Springs, CO 80916
(303) 574-6000
James W. Huff, Jr., President; W.L. Doerty, Executive Vice President; William R. Mueller, Vice President-Marketing
Equipment: 5 Fairchild Metros

Trans Midwest Airline (7T) (P,C)
725 North Hamilton Road
Columbus, OH 43219
(614)239-4422
C. Thomas Koehler, President
Equipment: 3 Piper Navajos

Trans Mo Airlines Inc. (XU) (P,C)
P.O. Box 831, Memorial Airport
Jefferson City, MO 65102
(314) 635-7905
William E. Asel, President; Ron Asel, Vice President; David Asel, Secretary Treasurer; Joe Antweiler, Chief Maintenance
Equipment: 3 Cessna 402's

Trans Southern Airways (9T) (P)
215 South Piedmont, Florence, SC 29501
(803)665-4606
Robert Fulmer, Chairman; W.O. Powers, Secretary
Equipment: 1 Piper T-1040, 1 Embraer Bandeirante

Tropic Airlines (3R) (P)
P.O. Box 30395, Honolulu, HI 96820
(808)836-3913
Ray Tilghman, President; Martin Kaye, General Manager
Equipment: 5 Cessna 402's, 2 Douglas DC-3's

Tropical Helicopter Airways (HU) (P)
1050 McArthur Causeway, Miami, FL 33132
(305)374-6055
William TerKeurst, President; James B. Cooper, Vice President of Marketing
Equipment: 1 Bell Long Ranger

Tyee Airlines (KN) (P,C,M)
(subsidiary of Temsco Helicopters, Inc.)
Box 8331, Ketchikan, AK 99901
(907) 225-9810
Kenneth C. Eichner, President;
Kirk M. Thomas, General Manager;
Ned Pleus, Chief Pilot; Dorris Thomas, Cargo Manager; Bill Hornbaker, Director of Maintenance
Equipment: 2 Cessna 185's, 1 Cessna 206, 10 deHavilland Beavers, 3 deHavilland Otters, 1 Britten Norman Islander

Valley Airlines (2V) (P,C)
P.O. Box 88, Frenchville, ME 04745
(207)543-7322
Roland Martin, President; Betty Martin, Treasurer
Equipment: 2 Cessna 402's, 2 Cessna 310's

Vieques Air Link, Inc. (VI) (P,C)
P.O. Box 487, Vieques, Puerto Rico 00765
(809) 741-3266
Osvaldo Gonzalez, President; Jorge D. Perez, Vice President-Director of Operations; Carlos Felix, Chief Pilot; Juan Estrella, Director of Maintenance
Equipment: 7 Britten Norman Islanders

Viking International (VO) (C)
6355 34th Avenue South
Minneapolis, MN 55450
(612) 726-1640
Kenneth Silva, Chief Executive Officer; Michael C. Rothmeyer, Vice President & General Manager; J. Vanatta, Director of Operations & Chief Pilot
Equipment: 2 Convair 600's, 2 Convair 640's

Virgin Air (ZP) (P)
P.O. Box 2788, St. Thomas
U.S. Virgin Islands
(809)776-2722
Paul Wikander, President; Margaret Wikander, Vice President; Patrick Sturbelle, Director of Maintenance; Cheri Wikander, Reservations Manager
Equipment: 4 Piper Aztecs, 2 Beech 18's, 1 Cessna 402, 1 Douglas DC-3, 1 Gates Learjet

Virgin Island Seaplane Shuttle (3G) (P,C)
Seaplane Ramp, Christianstead, St. Croix
U.S. Virgin Islands 00820
(809)773-1776
Michael Braunstein, President; Vincent Condello, Vice President; Nicholas Castruccio, General Manager; Matthew Rodina, Jr., Controller; Charles Freehling, Director of Maintenance; Julia Rasmussen, Director of Marketing & Sales
Equipment: 4 Grumman Mallards

Walker's International (XW) (P,C)
700 S.W. 34th Street
Ft. Lauderdale, FL 33315
(305) 523-5947
Jim Radcliffe, President; Flemming Andersen, Director of Operations; Marlin Davis, Director of Maintenance; Howard Miller, Vice President Finance
Equipment: 1 deHavilland Twin Otter

Westair (OE) (P,C,M)
290 Airpark Blvd., Chico, CA 95926
(916)893-6710
Timothy Flynn, Chairman/Chief Executive Officer; Maurice Gallagher, Vice President/ Chief Financial Officer; Harlow Voorhees, Vice President of Operations; Craig Belmondo, Vice President of Marketing
Equipment: 4 deHavilland Twin Otters, 3 Shorts SD3-30's, 2 Shorts SD3-60's, 1 Embraer Bandeirante, 7 Cessna 402's

Westflight Aviation, Inc. (7W) (P,M)
1719 Tongass Ave, P.O. Box 6440
Ketchikan, AK 99901
(907)225-9693
Chuck Slagle, President and Owner
Equipment: 1 Cessna 185, 1 Cessna 206 4 deHavilland Beavers, 1 deHavilland Otter, 1 Grumman Goose

Westpac Airlines, Inc. (FD) (P,C,M)
P.O. Box 5219, Playa Del Rey, CA 90923
(213)216-2695
Alex Adams, President; Manfred Breise, Director of Operations; Mike Cleary, Director of Maintenance
Equipment: 3 Fairchild Metros

Wheeler Airlines (WR) (P,C,M)
P.O. Box 12034
Research Triangle Park, NC 27709
(919) 787-8833
Warren H. Wheeler, President; Anthony L. Parker, Vice President & General Manager; Selena W. Wheeler, Secretary & Treasurer; Charles Lee, Director of Maintenance; Joyce Smith, Comptroller; Frank Rawls, Reservation Supervisor
Equipment: 5 Beech 99's; Cargo only: 1 Beech Dutchess, 2 Piper Cherokee Sixes

Wilbur's Flight Operations, Inc. (8F) (P,C)
1740 East Fifth Ave., Anchorge AK 99501
(907)277-0511
Joseph H. Wilbur, President; Anne B. Wilbur Secretary/Treasurerden R. Mowry, Sr Vice President; Steven A. Wilbur, Vice President/General Manager; Richard Wilbur,
Vice President and Director/Operations
Equipment: 3 Piper Senecas, 1 Cessna 402

Will's Air (YW) (P,C,M)
Barnstable Municipal Airport
Hyannis, MA 02601
(617) 775-7368
William R. Welch, President/Owner; Ronald W. Welch, Vice President; Jerry M. Welch, Interline Manager; Stanley A. Voluckas, Director of Operations; Peter R. Boissonneault, Director of Maintenance; Robert G. Sisson Jr., Airfreight & Cargo Manager
Equipment: 2 Piper Aztecs, 3 Piper Navajos, 2 Britten Norman Islanders

Wings Airways (WQ) (P)
(d.b.a. Pennsylvania Aviation)
Wings Field, Blue Bell, PA 19422
(215)646-1800
Warrin C. Meyers, President; Langhorne B. Smith, Vice President; James B. Vincenzo, Vice President & General Manager; Joseph Woosley, Director of Operations; Thomas C. Tinckell, Director of Maintenance; Harold Johnson, Marketing Director
Equipment: 3 Britten Norman Islanders, 2Britten Norman Tri-Islanders

Wings of Alaska (SE) (P,C,M)
Alaska Juneau Aeronautics Inc.
1873 Shell Simmons Drive
Juneau, AK 99801
(907)789-0790/9863
Robert Jacobsen, President & Chief Executive Officer; Karen Hansen, Secretary/Treasurer; Alan Springer, Vice President Operations; Michael Fenster, Vice President Maintenance
Equipment: 3 Cessna 207's, 1 deHavilland Beaver

Wings West Airlines, Inc. (RM) (P,C,M)
835 Airport Drive, P.O. Box 8115
San Luis Obispo, CA 93403-8115
(805) 541-1010
Carl Albert, Chairman of the Board; Mark A. Morro, Chief Executive Officer; Joe Albanese, Chief Financial Officer; Ron Stotz, Director of Operations; Robert Hanson, Director of Maintenance; Joanne Dowty, Director of Marketing
Equipment: 9 Fairchild Metros, 4 Beech 99's

Wise Airlines, Inc. (4W) (P,C)
Box 60530, San Angelo, TX 76906
(915)942-7686
Malone Mitchell III, President; William Jung, Vice President & General Manager; David Walden, Director of Operations, Earl Churchwell, Director of Accounting
Equipment: 2 deHavilland Twin Otters

Wright Airlines (KC) (P,C)
Burke Lakefront Airport
1601 N. Marginal Road
Cleveland, OH 44114
(216)781-5500
Gilbert Singerman, President; Marlin Schutz, Executive Vice President; James Thomforde, Vice President of Flight Operations; Doug MacDougall, Vice President of Technical Operations; Jack Riess, Vice President of Administration & Planning
Equipment: 7 Convair 600's, 3 Convair 640's, 10 Embraer Bandeirantes

Yute Air Alaska (4Y) (P,C,M)
P.O. Box 180, Dillingham AK 99576
(907)842-5333
Phillip Bingham, Owner; Demptha Bingham, Secretary/Treasurer
Equipment: 1 Douglas DC-3, 7 Cessna 207's, 1 Cessna 185,1 Grumman Widgeon, 1 Britten Norman Islander, 1 Piper Cherokee,
1 Piper Navajo

CONGRATULATIONS!

PIEDMONT
N280N
PIEDMONT

PIEDMONT—Airline of the Year

empire
N108UR
empire

EMPIRE—Commuter/Regional Airline of the Year

What do these two award-winning airlines have in common?
They both fly the Fokker F28.

In the aviation industry, these prestigious awards from Air Transport World magazine have gone to some of the finest airlines in the world. For 1984, two U.S. airlines were the winners. They fly different routes, serve different markets, utilize different aircraft mixes.

But both use the Fokker F28 to carry passengers in jet speed, comfort and convenience. Piedmont uses it on the low density routes not profitably served by its larger jets. Empire uses it on the high density routes not profitably served by the airline's small commuter aircraft. But both use it to make money.

The Fokker F28—it's the uncommon common denominator between two great airlines.

[illegible]

Fokker
Amsterdam
Holland

Fokker Aircraft U.S.A., Inc., 1199 N. Fairfax St., Alexandria, VA 22314

The Bendix Edge.
An EFIS brighter than the sun.

Bendix
20
20
Bendix

The last thing you need while you're flying is strong sunlight obliterating the information on your instrument panel.

If your Electronic Flight Instrument System is a Bendix EFS-10, there's no problem. We make EFIS brighter than the sun. You see everything you need, clearly and accurately – attitude, command bars, heading bug, rising runway, and all the rest.

How does Bendix do it? By doing it differently.

Because Bendix uses advanced technology within the symbol generator, we are the only manufacturer to provide displays with filled-in symbols and pointers. So, you get brighter, sharper, fuller symbology with greater readability.

In addition, we use a unique, non-glare filter over the display screens. This provides an optimum balance between brightness and contrast – which results in maximum visual clarity.

This is just one of the many edges Bendix has over competitive systems. Contact us and we'll give you the whole story about Bendix EFS-10. The EFIS system that outshines the sun.

Call Bendix Literature Hotline 1-800-621-1776 (in Illinois, 1-800-572-6772).

Or write: Marketing Department, Bendix General Aviation Avionics, P.O. Box 9327, Fort Lauderdale, FL 33309.

ALLIED Bendix
Aerospace

Beechcraft 1900 Airliner: Now in service.

From Alaska to the Rockies to the coast of Maine, it's a hit with both travelers and pilots. Now read what airline managers think about this 19-passenger profit center.

"Passengers have asked our pilots if the plane is as comfortable to fly as it is to fly in."

ALLYN CARUSO, President,
Bar Harbor Airlines, Bangor, ME

"Bar Harbor is operating 1900s on routes with 100 to 400 mile stages. The planes are averaging about 260 hours per month in revenue service and breaking even with as few as seven passengers. Dispatch reliability has been 99 percent.

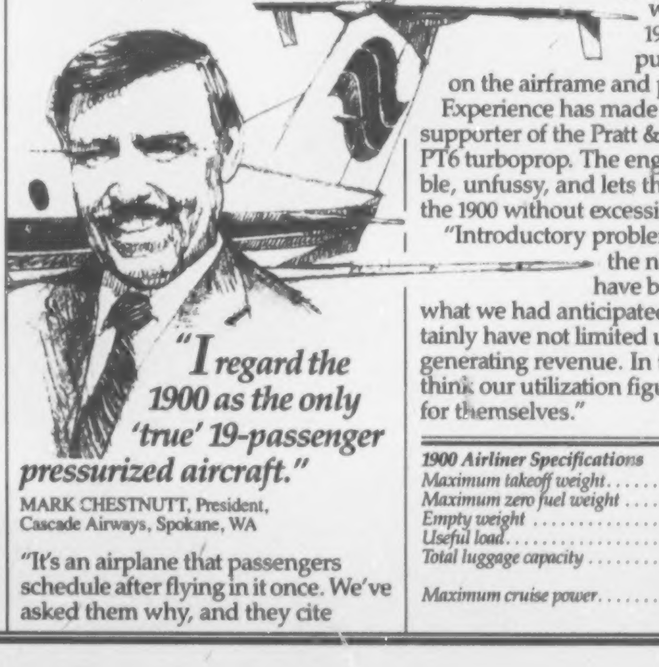
"I regard the 1900 as an extraordinarily well executed transport design from the operator's standpoint. We looked at all the so called '19-passenger' models and decided that the 1900 was the only one that met our requirements.

"Things like baggage space, to cite just one example. We meet a lot of international arriving flights, and if we can't take the passenger—and his luggage—we're just not doing our job. With the 1900 we can.

"Certainly no single airplane is right for all regional routes. But we think that the 19-passenger transport is right for Bar Harbor's growth targets in that we obtain operating economy, scheduling frequency, and profit potential. It's what we need to develop new routes and to sustain existing ones.

"Our passengers are delighted with the airplane, and I feel that it offers the best combination of small-plane economy and big-plane comfort. When you settle into your seat, it's just like flying a much larger transport. Passengers have asked our pilots if the plane is 'as comfortable to fly as it is to fly in.'

"This passenger appeal and profit potential of the 1900 are right for our market. We're counting on the 1900 and Beech's commitment to the airline program as we establish our long-range growth targets."



"I regard the 1900 as the only 'true' 19-passenger pressurized aircraft."

MARK CHESTNUTT, President,
Cascade Airways, Spokane, WA

"It's an airplane that passengers schedule after flying in it once. We've asked them why, and they cite headroom, superior seating comfort and low inflight noise levels.

"Our pilots also appreciate the quiet of the plane—it's definitely less fatiguing to fly—and they go for the 1900's performance. With routes over the Cascade Range and extending into the Rocky Mountains, 'hot-and-high' takeoff performance is a must. We also face extended climbs to cruise altitude.

"I regard the 1900 as the only 'true' 19-passenger pressurized aircraft available. By 'true' I mean the seating, baggage space, load-capacity, c.g. range, and the performance to board 19 passengers, fill the tanks and just go. The 1900 is the only plane that can do it.

"Cascade has been averaging 250 hours of revenue flights per month with the 1900, which puts demands on the airframe and powerplants. Experience has made me a vocal supporter of the Pratt & Whitney PT6 turboprop. The engine is reliable, unfussy, and lets the pilots fly the 1900 without excessive concern.

"Introductory problems with the new 1900 have been about what we had anticipated and certainly have not limited us in terms of generating revenue. In that regard, I think our utilization figures speak for themselves."

1900 Airliner Specifications

Maximum takeoff weight	***16,600 lbs.***
Maximum zero fuel weight	***14,000 lbs.***
Empty weight	***8,700 lbs.***
Useful load	***8,010 lbs.***
Total luggage capacity	***182 cu. ft.*** ***1,910 lbs.***
Maximum cruise power	***256 kts.*** ***(295 mph)***

"An excellent instrument platform with the power and handling responsiveness that gives crews confidence."

JIM DROLLETTE, Executive Vice President,
Brockway Air/Clinton Aero, Plattsburgh, NY

"Every workday our 1900s leave Plattsburgh at five in the morning and return at eleven that night. Our load factors are good, and typically we can break even with just eight revenue passengers.

"We trained seven crews in the airplane during an intensive transition schedule in some of the rottenest winter weather that upper New York State could provide.

"It certainly put the 1900 to the test as far as inflight icing, crosswinds, icy runways and blowing snow are concerned. The plane is an excellent instrument platform and has the kind of power and handling responsiveness that give crews confidence.

"Clinton's routes are over relatively low terrain, and runway length is rarely a limiting factor. But we do have performance needs, such as mixing into the jet traffic at LaGuardia and Newark. When the controllers ask for 250 knots, it's nice to oblige.

"Beech service support for our 1900s has been responsive to our needs. The aircraft is easy to work on and our mechanics have been well trained at the factory. Most important of all—when we need a spare part, we get it in a hurry.

"Aircraft support is critical to our profitability at Clinton, and Beech's technical support people are building on the excellent program they developed for our C99s."

"Load factors are running 78%—up 20 percentage points. That speaks for itself."

WILFRED RYAN, President,
Ryan Air Service, Unalakleet, Alaska

"Passenger acceptance? Our 1900 load factors are running 78 percent—up 20 percentage points. That speaks for itself.

"We're flying a nine and one-half hour schedule per day that includes a 340 mile stage to Anchorage, and Anchorage to Illiamna, 165 miles.

"The severe winter conditions up here are well known, but summertime hops have problems too. Three of our scheduled stops are gravel strips, but the 1900 and its composite props have performed beautifully.

"Minimum enroute altitudes of 10,000 and 14,000 feet demand pressurization, climb power, and good cruise performance. With the 1900 we get it all.

"I would rate introductory service problems as minor and 1900 dispatch reliability first-rate. Despite our location (we're 120 miles southeast of Nome), parts supply has been outstanding. We get priority parts shipments in just 24 hours. Operators in the 'lower 48' can't do much better than that."

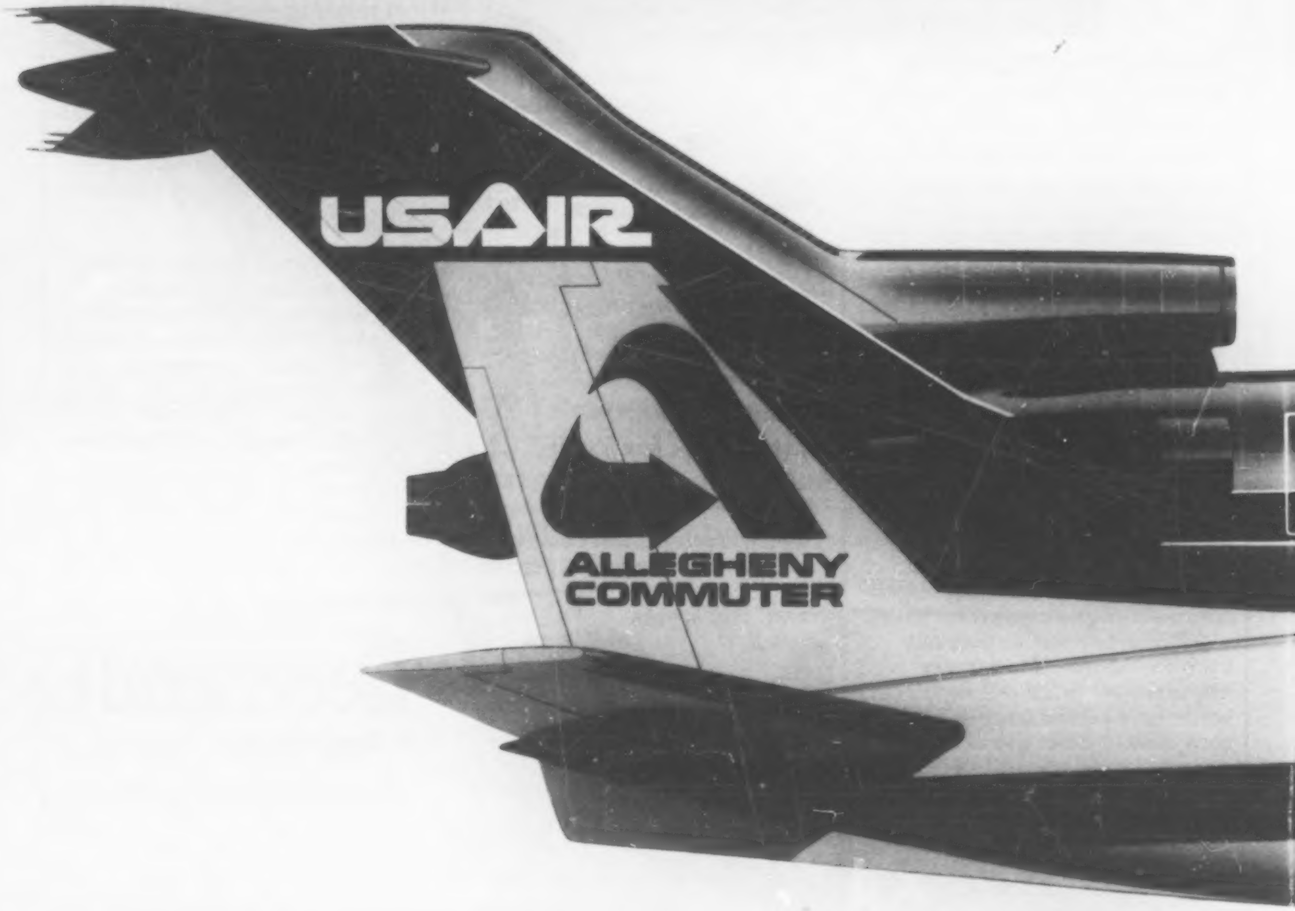
As regional markets develop, more and more airlines are looking to the Beechcraft 1900 Airliner as the key to solid, sustained growth.

For full details about the 1900, Beechcraft financial plans and marketing support, write or call Chet Schickling, Manager – Airline Marketing, Beech Aircraft Corporation, Dept. RA85, Wichita, Kansas 67201 U.S.A. **1-800-835-7767.** Ext. 246 or **316-681-7069.**

Beechcraft
A **Raytheon** Company

Member General Aviation Manufacturers Association
© 1985, Beech Aircraft Corporation

USAir and Allegheny Commuter. The Great Team.



In 1967 USAir initiated the Allegheny Commuter system to provide air service from small cities to major USAir connecting hubs. This system provides convenient air travel, benefitting both our passengers and the commuter operators by combining frequent, prime-time schedules and dependability. It was a good idea then . . . and today it's become a model for the industry.

The Allegheny Commuter system is the largest commuter network in the world. Together we now provide service to over 120 cities in the U.S. and Canada. And we're still growing. Last year this network of independent operators added eight new cities.

Our schedules are integrated to make travel more convenient. USAir flights are numbered 1 through 999, while Allegheny Commuter flights are numbered 1000 through 1999.

We also offer one-stop check-in. USAir seat assignments are made upon check-in for Allegheny Commuter flights. And no other combination offers the same major airline benefits or the variety of joint discount fares.

USAir and Allegheny Commuter: the great team to go with.

USAIR

Industry Directories

ACCOUNTING FIRMS
(See Professional Services)

AIRCRAFT OPERATIONS AND MAINTENANCE

Aircraft Equipment and Sales

Aircraft Sales Corp.	(703) 644-5260

Flight Training Services/Devices

ATC-Division of Electronic Assoc., Inc.	(201) 229-1100
Aviation Training, Inc.	(612) 726-9320
Embry-Riddle Aeronautical University Center for Independent Studies	(904) 673-3180
Flight Safety International	(202) 639-4066
Frasca International	(217) 359-3951
Rediffusion Simulation, Inc.	(817) 469-8411
Reflectone, Inc.	(813) 885-7481 or (813) 885-6682
SimCom Systems, Inc.	(305) 896-8799
Singer Link Flight Simulation Div.	(607) 772-4104

Ground Handling/Fuel Sales

Butler Aviation International, Inc	(201) 573-8000
Conoco, Inc.	(713) 392-2917
Eastern Aviation Fuels, Inc.	(919) 633-0066
Page Avjet	(703) 661-8886
Riverside Oil, Inc.	(812) 424-9211
Shell Oil Company	(713) 241-6903
Tow Tractors, Inc.	(404) 455-1445

Interiors and Cabin Accessories

AID International, Inc.	(412) 963-0100
American Safety Equipment Corp.	(209) 252-5703
Collins & Aikman Corp.	(704) 786-2143
Custom Products Company	(818) 767-4291
Cyclo Manufacturing	(303) 399-1590
Douglass Interior Products	(206) 455-2120
EECO, Inc.	(714) 835-6000
Fairchild Burns Company	(919) 744-1004
Georgetown Aircraft Services, Inc.	(302) 856-7333
PTC Aerospace	(203) 567-9441
Schneller, Inc.	(216) 673-1400
TIA Electric Co., Inc.	(201) 575-1515

Maintenance and Overhaul Shops & Services

Airwork Corporation	(609) 825-6000
Allied Bendix	(703) 276-2210
Aviall	(214) 357-1811
Aviation Electric Limited	(514) 744-2811
Aviation Supply Corporation	(404) 765-1850
B.F. Goodrich Co.	(513) 339-3811
B.F. Goodrich Co., Engineered Products Group	(216) 374-3109
Barfield Instrument Corp.	(404) 761-4321
Batch-Air Universal, Inc.	(305) 593-0411
Champion Spark Plug Co.	(419) 535-2461
DAVCO Industries	(805) 238-7220
Dowty Rotol, Inc.	(703) 450-5930
EBA, Inc., The Blalock Assoc.	(214) 699-3947
Executive Instruments, Inc.	(214) 239-0230
Field Aviation West, Ltd.	(403) 275-2111
Honeywell, Inc.	(612) 542-5906
Howmet Turbine Components Corp.	(817) 855-8401
Indiana Beechcraft Inc.	(317) 241-2893
Lear Siegler, Inc.	(914) 937-5300
Machida America, Inc.	(914) 365-0600
NORDAM	(918) 587-4105
Pacific Aero Products, Inc.	(818) 841-7800
Pacific Propeller, Inc.	(206) 872-7767
Rolls Royce (CANADA) Ltd.	(514) 631-3541
Schneck Aviation, Inc.	(815) 965-4001
Stanley Aviation Corp.	(303) 364-6411
Teledyne Neosho	(417) 451-1810
Triplex Safety Glass Co., Ltd.	(703) 435-9330
Tronair, Inc.	(419) 866-6301
Turbo Power, Inc.	(305) 592-3195
Turbines, Inc.	(812) 877-2587
United Aerodynamics Corporation	(305) 594-0400
Vac-Hyd Corporation	(214) 641-6720
Van Dusen Turbine Products	(617) 799-0312
WECO Inc. Aerospace Systems	(818) 845-8711
Wilkerson Company, Inc.	(804) 645-9641

Precision Approach Aids

Hazeltine Corp.	(516) 266-5623

Weather and Flight Planning

Global Weather Dynamics, Inc.	(408) 649-4500
Ideal Research	(301) 984-5694
J & M Distributors	(714) 631-0312
Kavouras, Inc.	(800) 328-2278
Lockheed DataPlan, Inc.	(408) 866-7611 800 FLTMGMT
3M Stormscope Weather Mapping Systems	(612) 736-2943

CONSULTING
(See Professional Services)

BUSINESS SERVICES

Apparel and Flight Accessories

Angelica Uniform Group	(800) 325-8032
Flight Apparel Industries, Inc.	(609) 561-9200
Multi-Line Industries, Inc.	(404) 854-4049

ARINC/Communications

Aeronautical Radio, Inc.	(301) 266-4180 4174

Baggage Tags/Labels/Tickets

AFE Industries, Inc.	(213) 949-0260 or (714) 879-6172
Dennison Eastman Corp.	(714) 521-0151
Kimball Tag Products	(201) 759-6500
Rand McNally & Co.	(312) 267-6868
Security Imprinter Corp.	(301) 845-4131
Ticketron	(212) 887-1628

Computer Services/Information Processing Systems

Agent Systems	(214) 351-3442
Airline Automation, Inc.	(703) 253-5675
Airline Software, Inc.	(914) 354-1933
American Data Systems	(213) 260-7441
Chargit Airline Reservation Enterprises	(212) 944-9669

Dash Group, Inc.	(215) 372-4500
IBM Corporation	(404) 238-2456
NCR Corporation	(513) 445-2750
Sperry Corp.	(215) 293-0300

Inflight Food Beverages and Serving Equipment

Coca-Cola USA	(404) 676-6306
Hiram Walker Consolidated Intl. Brands	(313) 965-6611
Plastics, Inc.	(612) 227-7372
Sage Foods, Inc.	(214) 258-1555
Shasta Beverage, Inc.	(415) 783-3200

Personnel Assistance: Hiring and Training

Franklin Services Inc.	(804) 745-4466
International Air Academy, Inc.	(800) 426-1655 (outside Washington State) (800) 562-1617 (within Washington State)
International Aviation & Travel Academy	(800) 527-2600 (outside Texas) (800) 492-2160 (within Texas)
The Boyd School	(800) 245-6673 (outside PA) (412) 456-1800 (within PA)

Timetables

ABC Travel Guides, Inc.	(215) 641-6000
Dittler Airline Data Systems	(404) 355-3423
Official Airline Guide (OAG)	(312) 850-2854

Travel Services

Budget Rent-A-Car	(312) 580-6611
Dollar Rent-A-Car	(213) 776-8100

FINANCIAL SERVICES AND AIRCRAFT LEASING

Aircraft Funding Corp.	(617) 891-3255
Algemene Bank Nederland	(312) 443-2900
American Security Bank, N.A.	(202) 624-4840
Barclays Bank International, Ltd.	(212) 607-4173
The Chase Manhattan Bank, N.A.	(212) 552-3563
CIS Equipment Leasing	(415) 788-7900
Citibank, N.A.	(212) 559-1000
Finalco	(703) 790-0970
The First Boston Corp.	(212) 909-3106
GAF Finance Corp.	(312) 382-2940
General Electric Credit Corporation	(203) 357-6289
Guiness Peat Aviation, Inc.	(203) 323-7777
Lockheed Finance Corporation	(818) 847-6611
Daniel Morton & Co., Inc.	(203) 325-9055
Olin Financial Services	(203) 356-2786
PaineWebber Inc.	(212) 713-3686
PLM Financial Services, Inc.	(415) 989-1860
Security Pacific National Bank	(013) 797-3550

INSURANCE

Underwriters, Brokers & Loss Adjustors

A.W. Hargrove Insurance Agency Inc.	(804) 798-6053
Airclaims, Inc.	(301) 652-4811
Alexander & Alexander	(212) 575-8000
Alpha Aviation Insurance	(800) 526-0415
American International Aviation Agency	(212) 770-7792
Associated Aviation Underwriters	(212) 766-1600
Aviation Office of America, Inc.	(214) 353-1400
Bayly Martin & Fay, Inc.	(215) 561-5700
Comet General Agency, Inc.	(713) 963-0162
Corroon & Black Inspace, Inc.	(202) 479-4100
Eastman & Company Insurance Brokers	(213) 849-2400 or (818) 841-2400
Frank B. Hall	(212) 922-1300
Fred S. James & Company	(214) 742-7777
George A. Eyer Associates	(212) 688-8587
Golding and Desveaux	(213) 381-2996
Harvey W. Watt & Co.	(404) 767-7501
Insurance Company of North America	(212) 764-3869
James J. McDevitt & Sons, Inc.	(617) 326-6544
Johnson & Higgins	(212) 701-7573
Marsh & McLennan, Inc.	(212) 997-4628
McInturff, Milligan & Brooks, Inc.	(615) 639-5171
Reed Stenhouse, Inc.	(212) 806-6600
Rollins Burdick Hunter of Kansas, Inc.	(316) 943-9331
Stewart Smith/Stewart Wrightson, Inc.	(312) 236-7333
United States Aircraft Insurance Group	(212) 952-0100
Van Atta Associates, Inc.	(800) 874-0409 (outside Florida) (800) 342-0498 (within Florida)

INTERLINE PARTNERS AND OTHER AIR CARRIERS

Air BP	(713) 757-7070
American Airlines	(817) 355-2793
Continental Airlines, Inc.	(713) 630-5000
Delta Airlines, Inc.	(404) 765-2628
Eastern Airlines, Inc.	(305) 873-6533
Emirates Air Service	(702) 883-3357
Mexicana Airlines	(213) 646-9975
Northwest Orient Airlines	(612) 726-3061
Ozark Air Lines, Inc.	(314) 895-6762
Pacific Southwest Airlines	(619) 574-2311
Pan American World Airways, Inc.	(212) 880-1228
Piedmont Airlines	(919) 767-5459
Republic Airlines, Inc.	(612) 726-7864 or (800) 241-6618
Trans World Airlines, Inc.	(212) 692-3143
United Airlines, Inc.	(312) 952-7319
USAir, Inc.	(703) 892-7050
Western Air Lines, Inc.	(213) 646-4330
World Airways	(415) 577-2373

LEASING

(See Financial Services)

LEGAL ASSISTANCE

(See Professional Services)

Industry Directories

MANUFACTURERS AND DISTRIBUTORS

Major Airframe and Engines

Aeritalia	(703) 243-1700
Aerospatiale Aircraft Crop.	(202) 331-8980
Avco-Lycoming Corp.	(203) 385-3148
Beech Aircraft Corp.	(316) 681-7069
Boeing Commercial Airplane Company	(206) 237-2909
British Aerospace, Inc.	(703) 435-9100
Canadair Challenger, Inc.	(203) 226-1581
CASA Aircraft USA, Inc.	(703) 486-5370
Cessna Aircraft Company	(316) 685-9111
Construcciones Aeronauticas SA (C.A.S.A.)	Telex No. 27418
Cyberstar, Inc.	(707) 546-2222
The deHavilland Aircraft of Canada Ltd.	(416) 633-7310
Dornier GMBH	(702) 876-8732 or (202) 861-0290
Dupont Aerospace Company, Inc.	(714) 953-9380
Embraer Aircraft Corp.	(305) 524-5744
Fairchild Aircraft Corp.	(512) 824-9421
Fokker Aircraft USA, Inc.	(703) 838-0100
The Garrett Corp.	(213) 417-6839
Garrett Turbine Engine Co.	(602) 231-2589
General Electric Aircraft Engine Group	(617) 594-2841
International Aviation Corp.	(305) 248-0222
Jonas Aircraft & Arms Co., Inc.	(212) 619-0330
Piper Aircraft Corp.	(813) 644-6631
Pratt & Whitney, Canada	(514) 647-7677
Rolls Royce, Inc.	(818) 905-5955
Saab-Fairchild International	(703) 661-8422
Saab-Scania AB	TFN Sweden 13-18 2799
Short Bros. USA, Inc.	(703) 685-0360
Westland Helicopters, Ltd.	(703) 486-8000

Avionics, Instrument & Components

Avionics Components & Equipment	(214) 436-9736
Bendix General Aviation Avionics Div.	(305) 928-2308
Castleberry Instrument & Avionics, Inc.	(512) 251-3441
Chelton, Inc.	(214) 221-1783
Collins Avionics	(319) 395-4005
Devore Aviation Corp.	(505) 345-8713
Eldec Corp.	(206) 743-8303
Fairchild Aviation Recorders	(213) 723-9601
Fairchild Control Systems Co.	(213) 643-9222
Foster AirData Systems, Inc.	(614) 888-9502
Hamilton Standard Div. United Technologies Corp.	(203) 623-1621
Hartzell Propeller Products	(513) 773-9766
Jet Electronics & Technology	(619) 949-6600
King Radio Corp.	(913) 782-0400
Marathon Battery Company	(817) 776-0650
The Memphis Group	(901) 362-8600
Midland-Ross Corporation Grimes Div.	(513) 653-5225
Motorola Communications & Electronics	(718) 746-1100
Parker Hannifin Corp.	(216) 323-4676
Philips Electronic Instruments	(201) 529-3800
PPG Industries, Inc.	(205) 539-8121
River City Avionics, Inc.	(901) 398-5125
SFENA of America	(214) 257-0576
Simmonds Precision	(305) 593-1801
Sperry	(602) 863-8000
Systron Donner	(415) 674-6700
Teledyne Battery Products	(714) 793-3131

PROFESSIONAL SERVICES DIRECTORY

Accounting Firms

Arthur Andersen and Company	(312) 580-0033
Deloitte Haskins & Sells	(816) 842-4100
Main Hurdman	(317) 635-2228
Peat Marwick Mitchell & Company	(202) 223-9525

Design Consultants

Dave Ellies Industrial Design	(614) 488-7995 or (214) 871-2162
ZEM-AIR, Division of Walter E. Zemitzsch, Inc.	(314) 371-3020

Labor Relations

Ford and Harrison	(404) 888-3800

General Legal Assistance

Barrett, Smith, Schapiro, Simon & Armstrong	(202) 393-5024
Bunnell, Denman & Woulfe, P.A.	(305) 761-8600
Crowell & Moring	(202) 452-5800
Santarelli & Bond	(202) 466-6800
V. Michael Straus, P.C.	(202) 785-2242

General Business Consulting

Aviation Consulting, Inc.	(516) 627-7676
Aviation Resources Group, Inc.	(703) 823-2533
Avmark, Inc.	(703) 528-5610
Creative Consultants Group, Inc.	(207) 942-5548
Cresap McCormick & Paget	(415) 543-6845
Ernst & Whinney	(202) 862-6335
Kurth & Company	(202) 342-1691
The Marketing Group, Inc.	(617) 267-1991
Simat Hellisen & Eichner, Inc.	(617) 894-6214
SMS Associates, Inc.	(202) 659-8705
Touche Ross & Company	(212) 489-1600
W. Haas Associates	(213) 413-4945
The Westlake Group	(800) 231-6560

PUBLICATIONS

Aviation Press

Air Transport World	(203) 348-7531
Aviation Equipment Maintenance Magazine	(216) 771-7946
Business and Commercial Aviation	(914) 948-1912
Commuter Air Magazine	(404) 256-9800
Commuter/Regional Airline News	(703) 522-2354
Commuter World/ The Shephard Press	Beacons Field (04946) 77062
Flying Magazine	(212) 725-3828
Queensmith Communications Corp.	(703) 684-8270
Travel Weekly	(212) 503-3677

ABC Travel Guides, Ltd.
475 Virginia Dr.
Ft. Washington, PA 19034
RAA Representative: Patrick MacKay
215/641-6000
ABC Travel Guides publishes the "ABC World Airways Guide" and "ABC Air Cargo Guide". Both are monthly publications listing chronologically integrated regional and major airline schedules and connections worldwide.

AFE Industries, Inc.
Tag & Label Products
10002 Pioneer Boulevard
Building 105, P.O. Box 3303
Santa Fe Springs, California 90670-1303
RAA Representative: Jack D. Harrell
213/949-0260 or 714/879-6172
AFE Industries produces and distributes airline passenger and freight movement items such as destination bag tags, freight cargo labels, dial set labels and packing list envelopes. AFE Industries also provides special programs such as combo runs, warehousing and split shipping.

ATC Inc.
185 Monmouth Parkway
West Long Branch, New Jersey 07764
RAA Representative: Anthony Romano
201/229-1100
ATC designs and manufactures flight training simulators—Twin Engine CPT/IFR, Turboprop CSS/CPT/IFR, Single Engine IFR, Helicopter IFR.

A. W. Hargrove Insurance Agency Inc.
Route 4, Box 305
Glen Allen, Virginia 23060
RAA Representative: H. Ray Tyson, Jr.
804/798-6053
A. W. Hargrove is a large general insurance agency founded in 1925. The Aviation Insurance Department is staffed by five agents specializing in all lines of coverage dealing with aviation.

Aeritalia
1235 Jefferson Davis Highway
Suite 500
Arlington, Virginia 22202
RAA Representative: Stefano Ruocco
703/243-1700
Aeritalia, the Italian aerospace company, is developing for the 1980's a new technology transport, the ATR-42. This aircraft will seat 42–49 passengers and is designed around two Pratt and Whitney PT 120 low fuel consumption engines.

Aeronautical Radio, Inc.
2551 Riva Road
Annapolis, MD 21401
RAA Representative: Sonny M. Perry
HDQCSXA
301/266-4180/4174
As the communications company of the airline industry, Aeronautical Radio, Inc. (ARINC) owns and operates one of the largest private switched networks in existence today. ARINC Distributed Network Service (ADNS) provides interline communications to more than 420 Travel and Transport industry organizations.

In an ever expanding role in support of its customers, ARINC now offers several financial validation and data base services including: dishonored check validation (DCIES); Universal Air Travel Plan credit card authorization and airline ticket validation (UATP); all major credit card validations (CARD); as well as a spare parts inventory exchange service (AIRS).

ARINC Trunked Radio Service (ATRS) applies state of the art trunking technology to business radio communications at JFK, BOS, MIA, ORD, DEN, DFW, LAX, SFO, EWR and IAH. Other locations will be added depending on the interest of select airport communities. ARINC Telephone Service (ATS) is available at IAH, BWI and IND where telephone equipment and lines are provided and maintained by ARINC.

ARINC Remote Radio Access System (ARRAS) provides a viable air/ground communications system which can be tailored to the route structure requirements of the regional airlines.

ARINC Communication Addressing and Reporting System (ACARS) is an air/ground communication system that collects data aboard the aircraft which is then transmitted via a data link radio channel to the nationwide ACARS ground radio network and relayed to the airline's dispatch center.

ARINC Maintenance Service (AMS) is provided throughout the United States, Hawaii, and Puerto Rico with primary responsibility for maintaining ARINC owned equipment used in the provision of ARINC services. In addition, AMS is available on a fixed monthly price or time and materials basis for a wide variety of customer provided communications, computer, and terminal equipment.

Aérospatiale Aircraft Corp.
1110 Vermont Avenue, N.W.
Suite 1220
Washington, D.C. 20005
RAA Representative: C. Soussi
202/331-8980/Telex 440282 AACAER
Aerospatiale is the manufacturer with Aeritalia of the 42 and 50 seat ATR-42 aircraft. The aircraft uses two Pratt and Whitney PW 120 fuel efficient engines. Aerospatiale Aircraft Corp. is the North American marketing representative for this aircraft.

Agent Systems
2636 Walnut Hill, Suite 325
Dallas, Texas 75229
RAA Representative: Douglas Waters
214/351-3442
Unattended & attended ticket sale stations and related software systems. Complete interface with reservation systems.

AID International, Inc.
100 Blue Run Road
Cheswick, PA 15024
RAA Representative: Richard A. Wilson
412/963-0100

5803 Miami Lakes Drive East
Miami Lakes, FL 33014
RAA Representative: Robert D. Charles
305/558-0500
AID International is a manufacturer of aircraft interiors and interior components for the aerospace industry. AID is an acronym for "Aircraft Interior Design" and represents our ability to solve unique problems for aircraft operators and manufacturers.

Air B. P. (B. P. North America)
1801 Main Street
Houston, Texas 77002
RAA Representative: G. K. Looney
713/757-7070

Airclaims, Inc.
7315 Wisconsin Avenue, Suite 229E
Bethesda, Maryland 20814
RAA Representative: Robert A. Richardson
301/652-4811

Air Transport World
600 Summer Street
P.O. Box 1361
Stamford, Connecticut 06904
RAA Representative: Harry I. Martin
203/348-7531
Air Transport World magazine is the primary management communications publication for all U.S. and international airlines. Its special commuter/regional monthly news and feature section provides vital information for executive managements of highly dispersed commuter/regional air carriers, and at the same time, it keeps the total world system apprised of the role these smaller airlines play in global operations. ATW offers the most complete airline system coverage of any other airline publication. Circulation is 40,300 (operations and management news contributions are welcomed.)

Aircraft Sales Co.
7880 Backlick Road
Suite 4
Springfield, Virginia 22150
RAA Representative: S. Ross Lipscomb
703/644-5260
Purchase and sell all types of used aircraft, transport category and executive type of aircraft.

Aircraft Funding Corporation
800 South Street
Waltham, Massachusetts 02154
RAA Representative: Thomas G. Hiniker
617/891-3255

Airline Automation, Inc.
Route 2—Box 22A
Marshall, VA 22115
703/253-5675
Domestic & International Sales—
Airline Automation, Inc.
31919 First Avenue South
Suite 100B
Federal Way, WA 98003
206/839-8304
RAA Representative: D. Scott Kimbriel

ASI specializes in computerized solutions for the Airline Industry. We have extensive experience with micros, minis and mainframe computers. Our flight schedule and timetable preparation system saves airlines time and money, especially when last minute changes are necessary. We also offer a PC based ARINC communications program and the Slot Management System (SMS) used by the Airlines Scheduling Committee. In addition to packaged software, we also provide custom solutions. All of our systems are upward compatible from micro to mini to mainframe, so they can grow with your airline. To round out our software offerings, we are also pleased to provide the Airline Industry with discounted hardware prices, from micros to mainframes, printers, memory, etc.

Airline Software Inc.
Rosen Associates Inc. Company
Northside Plaza, Route 45
Pomona, New York 10970
RAA Representative: Gordon S. Rosen
914/354-1933

Airline Software currently features real time, application oriented software packages. Known as ARMS (Airline Resource Management Systems), the package contains Revenue Accounting, General Ledger, Payroll, Accounts Payable, Maintenance, Inspection, Inventory, Scheduling, Flight Following, Crew Management, and Customer Management. Training, documentation and life-time support are provided with each system.

Airwork Corporation
Millville Municipal Airport
Millville, New Jersey 08332
RAA Representative: Ray Compari
609/825-6000

Airwork Corporation and Pacific Airmotive Corporation provide complete commuter airline PT6 and Dart engine overhaul, repair and field service. Included are around-the-clock hangar service, proven trend monitoring and modular overhaul programs, 24-hour parts repair and ASI's. Located in Millville, N.J. with an APU shop in Westbury, N.Y. and satellite shops in Phoenix, Portland—Ore, Atlanta, Dayton, Wichita and Houston. Our facility at Miami offers complete PT6 engine overhaul and repair.

Alexander & Alexander
1185 Avenue of the Americas
New York, New York 10036
RAA Representative: J. Moore McMahon
212-575-8000

Alexander and Alexander, the second largest insurance brokerage firm in the world, is also one of the world's principal aviation brokers. A&A provides a wide range of risk management and financial services to airlines, air frame manufacturers, and major subcontractors.

Algemene Bank Nederland N.V.
135 South LaSalle Street, P.O. Box 2975
Chicago, Illinois 60690
RAA Representative: Marvin D. Juliar
312/443-2900

ABN Bank, the largest bank of the Netherlands, has established an international network of branches and affiliates in 42 countries on five continents, including offices in nine cities in the United States and three in Canada. Aviation specialists located in Chicago are ready to serve the needs of the aviation industry.

Allied Bendix Aerospace
1000 Wilson Blvd.
Arlington, Virginia 22209
RAA Representative: Ron Zapata
703/276-2210

Alpha Aviation Insurance
Airport 17, The Penthouse
377 Route 17
Hasbrouck Heights, N.J. 07604
RAA Representative: Francis P. Brown, CPCU
800/526-0415
In N.J. call collect 201/288-4831

Insurance and risk management services.

American Airlines
P.O. Box 619616
Dallas/Ft. Worth Airport, Texas 75261-9616
RAA Representative: Richard Nelson
817/355-2793

American Airlines flies throughout the United States including Hawaii, and Mexico, Canada and the Caribbean. As a strong supporter of commuter airlines, American stresses complete integration of commuter traffic with their route structure. American offers to commuter partners marketing assistance, operational and sales support as well as American's Sabre reservations system. American seeks to explore all mutually beneficial opportunities with commuters.

American Data Systems
4651 Sheila Street
Los Angeles, CA 90040
RAA Representative: Doug Crowther
213/260-7441

American Data Systems is a computer sales and service company marketing both hardware and software. The company provides installation, training for reservations personnel, ticket accounting, general accounting, maintenance of computer systems and wordprocessing as it relates to the airline industry.

American International Aviation Agency
70 Pine Street
New York, New York 10270
RAA Representative: Brian D. Hopping
212/770-7792

Aviation hull and liability insurance.

American Safety Equipment Corp.
5336 East Home Avenue
Fresno, California 93727
RAA Representative: Frank X. Leon
209/252-5703

We are an aircraft passenger seat belt manufacturer for both commercial and general aviation as well as a manufacturer of flight attendant and pilot/co-pilot safety harnesses.

American Security Bank, N.A.
1501 Pennsylvania Avenue, N.W.
Washington, D.C. 20013
RAA Representative: David M. Hulick
202/624-4840

American Security Bank offers a full range of banking services designed to assist commuter carriers solve growth problems. A relationship approach is used to develop and implement a financing strategy. The following services are offered: short-term working capital loans; equipment refinancing loans; term loans for new equipment; leases; export financing assistance; letters of credit; and cash management services.

Angelica Uniform Group
700 Rosedale Avenue
St. Louis, MO 63112
RAA Representative: Leonard Marino
800/325-8032

Angelica Uniform Group specializes in designing and manufacturing a wide selection of career apparel. Angelica offers complete uniform programs to fit all employees from ground crew to flight attendant to ticket agents. Our designers can help you create a distinctive image using your company colors and logo.

Arthur Andersen & Co.
33 West Monroe Street
Chicago, Illinois 60603
RAA Representative: Byron F. Johnson
312/580-0033

Arthur Andersen & Co. is a certified public accounting firm providing services to the airline industry in accounting and auditing, tax services and management information consulting.

Associated Aviation Underwriters
90 John Street
New York, New York 10038
RAA Representative: Fredric W. Parker
212/766-1600

Associated Aviation Underwriters, formed in 1929 to insure the emerging aviation industry, is today one of the largest aviation insurance groups in the World, underwriting on behalf of 32 of America's leading property and casualty insurance companies.

AVCO Lycoming Engines, Stratford Division
550 South Main Street
Stratford, Connecticut 06497
RAA Representative: Joseph A. Mauriello
203/385-3148

As an original equipment manufacturer of turbofan, turboprop and turboshaft engines, Avco Lycoming's principal activities include the sale of engines, modules, accessories, spare parts, and product support services to aircraft operators. These support efforts include setting up overhaul and repair facilities with the necessary test equipment to aid in the maintenance of these engines.

Aviall
7555 Lemmon Avenue
Box 7086
Dallas, TX 75209
RAA Representative: Roger Sickler
214/357-1811

Aviall provides a total service and support program with specializations including overhaul and repair services on the PT6A, Dart, Spey, JT8D and JT15D engines and accessories, and Allison 501 (A501). Also offered are Field Service and Troubleshooting support, Hot Section Inspection services, engine accessory and component exchanges, engine management and monitoring programs, parts repair development, on-site training courses in turbine maintenance, and maintenance supervision—Satellite repair facilities with PT6 and JT15D capability are strategically located to support the Regional/Commuter Airline community. Additionally, spare parts are available through parts distribution centers located at 41 cities throughout the free world.

Aviation Consulting Inc.
1615 Northern Boulevard
P.O. Box S
Manhasset, New York 11030
RAA Representative: John J. Dugan, Jr.
516/627-7676

Aviation Consulting Incorporated (ACI) provides a full range of management and technical consulting services to airlines of all sizes around the world. Recent airline engagements involved strategic planning, aircraft evaluations, market and route analysis, organization planning and operational and safety audits. ACI's professional staff offers in-depth experience in all airline functions.

Aviation Electric Limited
200 Laurentien Boulevard
St. Laurent
Quebec, CANADA H4M 2L5
RAA Representative: G.F. Walker
514/744-2811

Aviation Electric Ltd. repairs, overhauls, and supplies instruments and accessories to the regional airline industry for aircraft use.

Aviation Equipment Maintenance Magazine
1720 Ohio Savings Plaza
Cleveland, Ohio 44114
RAA Representative: Jack J. Howlett II
216/771-7946

"Aviation Equipment Maintenance" is a magazine for those persons directly involved in the professional maintenance, repair, overhaul and modification of fixed and rotary wing aircraft and related ground support equipment.

Aviation Office of America, Inc.
Love Field Terminal Building
Dallas, Texas 75235
RAA Representative: William H. Gossell
214/353-1400

Aviation underwriters for all types of aviation insurance.

Aviation Resources Group, Inc.
4600 Duke Street #300
Alexandria, VA 22304
RAA Representative: James Vines
703/823-2533
Telex: 904059 (WSH)

Aviation Resources Group provides assistance to all levels of civil aircraft operators with the goals of achieving regulatory compliance, efficiency and safety in customer service, and economics in fleet planning and operations. The staff provides technical services for flight and ground operations, engineering, maintenance, and training. Additional specialty areas include safety management, fleet planning, precertification assistance and consumer relations programs consistent with the expertise of its staff of former FAA and CAB executives.

Aviation Supply Corporation
5125 Blalock Industrial Blvd.
College Park, Georgia 30349
RAA Representative: Richard L. King
404/765-1850

Aviation Supply Corporation is a major supplier of aircraft/airframe parts in the Southeastern United States. Aviation Supply Corporation represents all major general aviation and airline parts manufacturers and also distributes a wide range of pilot supplies. Aviation Supply Corporation maintains distribution facilities in: Albany, GA; Atlanta, GA; Charlotte, NC; Gaithersburg, MD; Miami/Opa Locka, FL; Tampa, FL; and Winston-Salem, NC.

Aviation Training, Inc.
6300 34th Avenue South
Minneapolis, Minnesota 55450
RAA Representative: R. G. McCrum
612/726-9320

Providing trained customer service/ticket agents to regional/commuter airlines, performing weather observer training for SAWRS stations, training Part 121 flight dispatchers, supplying and servicing a complete line of meteorological equipment (including installation), and providing quality control services.

Avionics Components & Equipment
P.O. Box 1397
Lewisville, Texas 75607
RAA Representative: Jim McPherson
214/436-9736

Purchasing and selling of used aircraft electronics.

AVMARK, Inc.
1911 North Ft. Myer Drive
Suite 1000
Arlington, Virginia 22209
RAA Representative: Barbara Beyer
703/528-5610

AVMARK specializes in "Hands-on" assistance to carriers with emphasis in the following areas: Assistance in obtaining FAA 121 and 135 Certificates, Preparing Operations and Maintenance Manuals; Training flight crews; CAB Certification and Route Proceedings; Market Analysis and Scheduling; Equipment evaluation and acquisition; Aircraft appraisal and future value forecasting. General management counseling to optimize profits.

The BFGoodrich Company
P.O. Box 340, Waco Street
Troy, Ohio 45373
RAA Representative: Robert A. Gentie
513/339-3811

BFGoodrich produces aircraft wheels, brakes, tires and deicing systems.

BF Goodrich Company
Engineered Products Group
500 South Main Street, D/1883-WHB-2
Akron, Ohio 44318
RAA Representative: Charles E. Brock
216/374-3109

Manufacturers of Aircraft Tires, Tubes, Wheels, Brakes, Electrical and Pneumatic De-Icing Systems, Hose, Pressure Sealing Zippers, Rivnuts, Attenuators, Inflatable Seals and Miscellaneous Air/Marine Accessory Items.

Barclays Bank International Ltd.
160 Water Street, 24th Floor
New York, New York 10038
RAA Representative: Kenneth R. Jernigan
212/607-4173

Barfield Instrument Corp.
1478 Central Ave.
East Point, Georgia 30344
RAA Representative: Mike Hiett
404/761-4321

Barfield Instrument provides instrument sales and overhaul service; spares support sales; exchange service and test equipment sales and support.

Barrett, Smith, Schapiro, Simon, & Armstrong
1201 Pennsylvania Avenue, N.W.
Suite 821
Washington, D.C. 20004
RAA Representative: Joanne W. Young
202/393-5024

Barrett Smith is a Washington and New York law firm experienced in a broad variety of transportation matters, including domestic and international aviation. It provides legal services for airlines, and other aviation-related, companies, including contract, financing, equipment acquisition, litigation, and representation before Congress, DOT, FAA, State Department, and other government agencies.

Batch-Air Universal, Inc.
7455 N.W. 41 Street
Miami, Florida 33166
RAA Representatives: George D. Thomas & Donald P. Tarr
305/593-0411
1-800/547-5507

Batch-Air Universal, Inc., a subsidiary of Batch-Air, specializes in the sale, repair and overhaul of the P&W PT6 and Allison 501/T56 engines and accessories. We now have PT6T Twin-Pac overhaul capability with a full test facility. A customer fly-in service center, operating 24 hours a day, 7 days a week is located at Miami Intl. Airport, where an engine or component can be changed with a minimum of down time. Exchange and lease engines are available. In-house parts rework keeps overhaul costs low. Rigid quality control assures maximum engine life.

Bayly Martin & Fay, Inc.
1700 Market Street
Philadelphia, Pennsylvania 19103
RAA Representative: Anne B. Salemmo
215/561-5700

BMF provides all forms of insurance and risk management functions for commercial aviation operations including all Part 135 & 121 Operators.

Beech Aircraft Corporation
P.O. Box 85
Wichita, Kansas 67201
RAA Representative: Chester Schickling
316/681-7069

Beech Aircraft Corporation has been noted for excellence for over a half century, beginning with its commitment to the airlines in 1937. The popular 15-passenger C99 Airliner and the 19-passenger, pressurized 1900 Airliner are among the finest built and supported aircraft available. The Beechcraft 1900 Airliner began service in January, 1984.

Beech Aircraft Corporation provides a complete support program which lasts the lifetime of its quality-built Beechcraft Airliners.

Bendix General Aviation Avionics Division
2100 N.W. 62nd Street
Ft. Lauderdale, FL 33310
RAA Representative: Barbara Ashcraft
305/928-2308

Bendix develops, manufactures and markets remote mounted digital VHF communications, navigation, ADF, transponder, DME, RNAV equipment, multi-function color radar, electronic flight instrument system, and flight controls for commuter airlines.

Boeing Commercial Airplane Company
P.O. Box 3707
Seattle, Washington 98124
RAA Representative: R. Q. Wilson
206/237-2909

Boeing manufacturers jetliners. Technical excellence and the Boeing total commitment to customer support have made the Advanced 737-200 the most sought-after twinjet ever. Operators appreciate its proven short-haul reliability and profitability. Over 60% of the 737 operators have fleets of five or fewer airplanes; 21% operate one 737. The new advanced 737-300 is also now in airline service and is the quietest, most fuel efficient airplane in its size class.

British Aerospace, Inc.
P.O. Box 17414
Dulles International Airport
Washington, D.C. 20041
RAA Representative: Karl Day
703/435-9100

British Aerospace, Inc. (BAe) provides sales and support for a family of short haul airliners including the 19 seat Jetstream 31, the 50 seat Super 748, the 64 seat ATP, and the 70–130 seat 146 Feederliner models. BAe also provides spares support for the Shorts 330/360, A300/310 and Westland 30 helicopter in North America.

British Aerospace provides prospective customers with a number of planning and evaluation services, including traffic forecasting, fleet planning, and aircraft comparisons.

Budget Rent-A-Car
200 North Michigan Avenue
Chicago, Illinois 60601
RAA Representative: William Seymour
312/580-6611

Budget Rent a Car works closely with the airline industry, serving more than 94 percent of all deplaning passengers in the United States with in-terminal locations. Worldwide, Budget is represented in almost 600 airport terminals, and features a fleet of more than 145,000 vehicles.

Bunnell, Denman & Woulfe, P.A.
P.O. Drawer 22988
Ft. Lauderdale, Florida 33335
RAA Representative: James B. Denman
305/761-8600

Bunnell, Denman & Woulfe is a law firm providing legal services in the area of aviation law, litigation and insurance.

Business and Commercial Aviation
Hangar C-1, Westchester County Airport
White Plains, New York 10604
RAA Representatives: David W. Ewald and John W. Olcott
914/948-1912

A business magazine that covers all business and commercial phases of general aviation, B/CA now features a bi-monthly commuter insert B/CA COMMUTER magazine designed specifically for the information needs of commercial operator management.

Butler Aviation International, Inc.
110 Summit Avenue, P.O. Box 460
Montvale, New Jersey 07645
RAA Representative: William G. Nielsen
201/573-8000

Butler Aviation is a full service aviation company catering to both general aviation and the airlines. Butler's Airline Service Division operates the largest fleet of fuel trucks in the country, supplies a full range of ground handling services, and is responsible for complete terminal operations in some locations. The commuter airlines look to Butler Aviation for terminal operations, fueling, and passenger support. BAI is expecting to expand its commuter services at several locations.

CASA Aircraft USA, Inc.
1215 Jefferson Davis Highway
Suite 404
Arlington, Virginia 22202
RAA Representative: Juan de Uriarte
703/486-5370

Sales and support of CASA 212 and CASA CN 235 commuter airliners.

Canadair Challenger Inc.
274 Riverside Ave.
Westport, Connecticut 06880
RAA Representative: Roger L. Hazelton
203/226-1581

Canadair produces the wide-body Challenger 600 and 601 jets. The 600 with 2800 NM NBAA IFR Range is Canadair's offering in the Transcontinental Market segment and the 601 with 3500 NM NBAA IFR Range is Canadair's offering in the Intercontinental Market segment. The Challenger can accommodate up to 30 passengers. Canadair also manufactures the CL215 utility aircraft specially equipped for fire fighting and spraying operations. Canadair is a major subcontractor to Boeing and Lockheed.

Castleberry Instrument & Avionics, Inc.
817 Dessau Rd., Rt. 3
Austin, Texas 78753
RAA Representative: Lee McKinney
512/251-3441

Castleberry offers complete aircraft instrument, autopilot, avionics sales and service for the corporate and commuter fixed wing and rotor wing industry. With sales, service, exchange and technical assistance on almost all aircraft instruments and avionics used in the corporate and commuter aircraft through the country.

Cessna Aircraft Company
P.O. Box 1521
Wichita, Kansas 67201
RAA Representative: Bill Hogan
316/685-9111

Cessna Aircraft Company is the world leader in general aviation. More Cessnas are operated by RAA members than any other aircraft. Included in the Cessna fleet is the versatile 402.

Champion Spark Plug Company
P.O. Box 910
900 Upton Avenue
Toledo, Ohio 43661
RAA Representative: Robert D. O'Donnell
419/535-2461
Telex: 212532 CHSP UR

Aircraft Spark Plugs, Jet Igniters and Oil Filters.

Chargit Airline Reservation Enterprises
1501 Broadway
New York, New York 10036
RAA Representative: Mark R. Sapp
212/944-9669

Contract Reservations call handling services (including telecommunications and host data base consultation/provision).

The Chase Manhattan Bank
Aerospace Division
One Chase Manhattan Plaza
New York, New York 10015
RAA Representative: Gregory P. Flynn
212/552-3563

Chase provides full service commercial banking including loans, deposit services, trust services and merchant banking. Chase also runs the Airlines Clearing House for interline settlements.

Chelton, Inc.
P.O. Box 711
698 Metro Park Circle
Lewisville, Texas 75067
RAA Representative: Michael S. Wilkerson
214/221-1783

The distributor and manufacturer of Avionics Antenna Systems, Static Dischargers and Portable Testing Equipment.

CIS Equipment Leasing
909 Montgomery St.
San Francisco, California 94133
RAA Representative: Stephen C. Bieneman
415/788-7900

CIS leases new and used commuter aircraft and arranges innovative lease financing programs tailored to the specific financial and operating needs of airlines.

Citibank, N.A.
399 Park Avenue
New York, New York 10043
RAA Representative: Robert R. Gainer
212/559-1000

The Airlines and Aerospace Department of Citibank, N.A. is involved in financing airlines.

The Coca-Cola Company
P.O. Drawer 1734
Atlanta, Georgia 30301
RAA Representative: Bill Overend
404/676-6306

Coca-Cola USA offers a wide range of high quality beverages. Bottlers sell Coca-Cola, , Caffeine Free Cola-Cola, Diet Coke, Caffeine Free Diet Coke, TAB, Caffeine Free TAB, Sprite, Diet Sprite, Fresca, Mr. Pibb, Sugar Free Mr. Pibb, Mello Yello, Fanta Flavors, Hi-C Soft Drinks, Ramblin' Root Beer, Sugar Free Ramblin' Root Beer.

The Foods Division offers chilled Minute Maid orange juice and Maryland Club Coffee.

Collins & Aikman Corp.
Transportation Products
P.O. Box 167
Concord, NC 28024
RAA Representative: Gary Garber
704/786-2143

Aviation upholstery fabric and carpet.

Collins Avionics
400 Collins Road NE
Cedar Rapids, Iowa 52498
RAA Representative: John R. Wilson
319/395-4005

Collins Avionics manufactures a full line of avionics products for Regional Air Carriers, including flight control, communications, navigation, weather radar, and other associated equipment. Collins products currently are offered as standard or optional equipment by virtually every aircraft manufacturer worldwide. Collins support and repair facilities are located strategically around the world.

Comet General Agency, Inc.
1360 Post Oak Blvd., #2350
Houston, Texas 77056
RAA Representative: Thomas M. Gillespie
713/963-0162

Specialized insurance brokerage firm dealing directly with clients as well as with other agents and brokers. Client references available upon request.

Commuter Air Magazine
6255 Barfield Rd.
Atlanta, GA 30328
RAA Representative: John Gorsuch
404/256-9800

Commuter Air is devoted exclusively to the commuter, regional and third level carriers of the world. Commuter Air presents in-depth coverage of various decision-making areas in marketing, politics, government regulations, industry organizations, airframes, engines, avionics, and more. Regular monthly features include new products, international news, management changes, statistical data and business news from throughout the industry.

Commuter/Regional Airline News
1925 North Lynn Street, Ste 304
Arlington, VA 22209
703/522-2354
Editor: Kathryn B. Creedy
Associate Editor: Perry Flint
Publisher: Joseph S. Murphy

C/R News is published weekly and is the only high-frequency publication devoted exclusively to the commuter/regional airline industry and the news affecting it. An independent publication established in 1982, C/R News has become the prime source of commuter/regional industry intelligence and is expanding its operation in 1985 to include selective marketing services.

Commuter World/The Shephard Press
46 London End
Beaconsfield
Bucks HP9 2JH, England
RAA Representative: Alexander Shephard
Beaconsfield (04946) 77062

Conoco Inc.
5 Greenway Plaza East
Post Office Box 2197
Houston, Texas 77252
RAA Representative: Lamar Olsen
713/392-2917

Supplier of Jet Fuel, Av-Gas and Aviation Fuels.

Construcciones Aeronauticas SA (C.A.S.A.)
Rey Francisco, 4
Spain
Madrid 8
RAA Representative: Carlos Grandal
Telex No.: 27418

CASA was founded in 1929, and it has been manufacturing several types of aircraft since that time.

For the commuter market, CASA manufactures the C-212 Aviocar Passenger/Cargo Aircraft, powered by two Garrett TPE-331-10 turbines. The C-212 is able to carry up to 28 passengers in the civil version, and is marketed by CASA USA Inc. in the United States.

In addition, CASA is developing the CN-235 in collaboration with Nurtanio (Indonesia). The 44-seat pressurized aircraft is powered by two GE CT7-7 engines.

Continental Airlines, Inc.
P.O. Box 4607
Houston, TX 77210
713/630-5000

Corroon & Black Inspace, Inc.
Aviation Division
600 Maryland Avenue, S.W., Suite 440
Washington, D.C. 20024
RAA Representative: Maurice A. Caldwell
Senior Vice President
202/479-4100

National and international insurance broker. Correspondents with all of the quality insurance underwriters. A leader in serving the needs of airlines.

Creative Consultants Group, Inc.
10 Target Circle
Bangor, ME 04401
RAA Representative: J. Stephen Robbins
207 /942-5548

Creative Consultants Group provides marketing consulting for the airline industry. Its work includes producing marketing plans, advertising design and production, budgeting, analysis, marketing program packaging ("Turn Key" marketing department), personnel training, interline relations and co-op plans.

Cresap McCormick & Paget
595 Market Street, Suite 1200
San Francisco, California 94105
RAA Representative: Albert A. DeLauro
415/543-6845

Services encompass the areas of strategy, human resources, and management processes focusing on Cost Reduction, Productivity Improvement, Organization Structure, Management Processes, Management Information and Control Systems. Functional areas include station operations, flight operations, engineering and maintenance, inflight services, route/system planning, aircraft/equipment/facility evaluations.

Crowell & Moring
1100 Connecticut Avenue, N.W.
Washington, D.C. 20036
RAA Representative: Calvin Davison
202/452-5800

Crowell & Moring is a large Washington law firm. Lawyers in the firm specialize in all phases of aviation regulatory law, including before the Congress, the Federal Aviation Administration, the Departments of Transportation, State and Justice, and the Federal Courts.

Custom Products Company
P.O. Box 699
Sun Valley, California 91352
RAA Representative: Richard Reed
818/767-4291

Custom and production line seating products from corporate jets to Boeing 747's, including a line of lightweight commuter seats. Our bonded composite panel shop produces allied interior furnishings including galleys, bars, lavatories, coat closets and storage modules.

Cyberstar, Inc.
5000 Flightline Drive
Santa Rosa, California 95401
Mailing Address: P.O. Box 49
Fulton, California 95439
RAA Representative: Dale J. Thompson
707/546-2222

Cyberstar designed and manufactures the Model 901 Turbine Engine Monitor (TEM) for turbine, turbofan and jet engines used on fixed wing and rotary aircraft. Second in our family of advanced technology solid state instrumentation is the Model 900 series Baro Data Computer that computes OAT, pressure altitude, bus voltage and density altitude in real-time, selectable by the pilot.

Cyclo Manufacturing Co.
3841 Eudora Way
Denver, CO 80207
RAA Representative: Robert Finn
303/399-1590

Manufacturer of portable polishers and chemicals, pressure washers, carpet & upholstery dry cleaner and lavatory toilet deodorant.

Dash Group, Inc.
534 Washington Street
P.O. Box 8666
Reading, Pennsylvania 19603
RAA Representative: Kevin M. Harter
215/372-4500

Software solutions for the aviation industry are supplied by the DASH GROUP, INC. Packages offered include Revenue Accounting, Ticket Auditing, Maintenance, Operations, Flight Following, Inventory, Job Costing, Fixed Assets, Purchasing, Accounts Receivable, Accounts Payable, Payroll/Personnel and General Ledger. Other systems include Charter Accounting and Quotations, Freight Revenue Accounting and Fuel Management.

DAVCO Industries
P.O. Box 273
Paso Robles, California 93447
RAA Representative: Gary Davis
805/238-7220

Manufacturer of the DAVCO Aero Cart. (Battery startring cart for all turboprop, jet and piston engine aircraft). DAVCO Industries also manufacturers baggage carts custom designed for various individual needs.

Dave Ellies Industrial Design
2015 W. 5th Avenue
Columbus, Ohio 43212
RAA Representative: Tricia Strahler
614/488-7995

3003 Carlisle
Dallas, Texas 75204
214/871-2162

Design consultants to commercial and general aircraft manufacturers and operators in the areas of interiors, exterior markings, architectural design, corporate communications, image programs, counter and passenger traffic flow systems, exhibits, promotional material, and market research.

The deHavilland Aircraft of Canada Limited
Garratt Boulevard
Downsview, Ontario M3K 1Y5
Canada
RAA Representative: John Shaw
416/633-7310

Founded in 1928, de Havilland Aircraft of Canada has designed and produced over 1000 turbo prop transport aircraft. Currently in production are the 19 seat Twin Otter, 50 seat Dash 7 as well as the Buffalo Tactical Military Transport. de Havilland's newest airliner, the 36–39 seat Dash 8, is now in operational service with airlines in Canada, the U.S. and Europe.

Services provided include route network, scheduling, economic and spares inventory analyses; financing; training and after sales support.

Deloitte Haskins & Sells
3000 Commerce Tower
911 Main Street
Kansas City, Missouri 64105
RAA Representative: Richard L. Green
816/842-4100

Deloitte Haskins & Sells is an international certified public accounting firm offering services in accounting, auditing, tax, and management consulting. The firm's Airline Industry Group serves a number of international and domestic airlines, including many commuters. In 1980, DH&S developed AirPlan—a financial forecasting and planning system for commuter airlines.

Delta Air Lines, Inc.
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320
RAA Representative: Russell J. Gariota
404/765-2628

Delta will enter 1984 in excellent corporate health with one of the most modern aircraft fleets in our industry. Delta is committed to continue a close working relationship with the individual commuter carriers in those markets jointly served, and continue to co-host the commuter carriers with Deltamatic reservations system and offer other marketing and operational support.

Delta Air Lines continues as an industry leader operating one of the most modern aircraft fleets in the industry today. Delta continues its program of planned growth in both the domestic and international markets with the addition December of 1984 with Hawaii service and with Atlanta-Paris non-stop April of 1985.

Delta continues its commitment of working with commuter regional carriers on innovative marketing programs in addition to providing commuter regionals with the Deltamatic Reservations System and other operational support programs.

Dennison Eastman Corporation
17605 Fabrica Way, Suite H
Cerritos, California 90701
RAA Representative: Jack D. Harrell
714/521-0151

Dennison Eastman Corp. manufactures a complete line of passenger movement on line baggage tags, maintenance, identifying and shipping. We also supply to the airline industry a complete line of pressure sensitive labels for freight and passenger identification. Dennison Eastman has provided over 50 years of service and quality.

Devore Aviation Corporation
6104B Kircher Boulevard N.E.
Albuquerque, NM 87109
RAA Representative: John Bent
505/345-8713

Tel-Tail Recognition Lighting Systems; Stand-by Rocket Engines (formerly called JATO); Bleed Air Kits, Fuel Saver Kits and under seat baggage restraints.

Dittler Airline Data Systems (DADS)
1375 Seaboard Industrial Boulevard, N.W.
Atlanta, Georgia 30318
RAA Representative: Phil Bas
404/355-3423

Dittler produces, prints, and distributes Airline Timetables, Ticket Jackets, Brochures and The Executive Air Guide. All production "under one roof" including Computer generation of connections, photo composition, typesetting, printing and shipping or mailing.

Dollar-Rent-A-Car
6141 West Century Boulevard
Los Angeles, CA 90045
213/776-8100
RAA Representative: Paul Goldman

Car rentals at over 400 domestic locations including Hawaii, with in-terminal service at most airports. Affiliated with interRent in Europe, Middle East and Africa.

Dornier GMBH
3135 South Duneville St.
Las Vegas, Nevada 89102
702/876-8732
702/873-7145
RAA Representative: J. Kluever

The wide scope of activities of the DORNIER company range from design and production of multipurpose STOL utility aircraft and advanced fighter/trainer airplanes to sophisticated aerospace programs and new technologies.

With its new 15- and 19-passenger DORNIER 228 Utility/Commuter aircraft series, incorporating DORNIER's New Technology Wing for higher payloads, lower fuel consumption and improved handling, the company is setting new standards of performance and economy, previously unknown to this class of aircraft.

Douglass Interior Products
2000 - 124th Ave, NE
Bellevue, WA 98005
RAA Representative: Ronald B. Douglass
206/455-2120

Distribution and sales of FAR qualified aircraft cabin interior materials: carpet, upholstery fabric, genuine leather, etc.

Dowty Rotol Incorporated
P.O. Box 5000, Sully Road
Sterling, Virginia 22170
RAA Representative: W. M. Brockie
703/450-5930

This U.S. full service company provides product support, repair and overhaul for Dowty equipment—propellers, landing gear and hydraulic units for the BAe 146, 748 & Jetstream 31, Convair 600/640, FH-227, F-28, Gulfstream I, Metro III, SF-340, Shorts 330 & 360, YS-11 and Beech 99. DRI also repairs and overhauls non-Dowty equipment such as Hartzell propellers.

Dupont Aerospace Company Inc.
1111 East Wakeham, Suite J
Santa Ana, California 92705
RAA Representative: Anthony A. Dupont
714/953-9380

Development of Model DP-2 30–44 passenger airliner; design of Model DP-3 150 passenger airliner.

Eastern Air Lines, Inc.
Miami International Airport
Miami, Florida 33148
RAA Representative: John P. Doty
305/873-6533

Eastern Airlines operates a fleet of over 250 modern jet aircraft throughout North and South America. Its route system covers 128 cities in 22 countries, including the U.S., Canada, Mexico, Bermuda, the Bahamas, the Caribbean, Panama, and seven South American countries. Eastern coordinates services with commuter airlines throughout this broad area because it recognizes the value of commuter airlines in providing timely connecting service to the Eastern system.

Eastern Aviation Fuels, Incorporated
P.O. Box 1548
New Bern, North Carolina 28560
RAA Representative: Robert L. Stallings, III, President
919/633-0066

Eastern Aviation Fuels, Inc. can supply aviation gasoline and jet fuel at competitive prices. We have a lease or lease/purchase program for refueling trucks and fuel farms. Also available at competitive prices are a long line of aviation parts and equipment.

Eastman & Company Insurance Brokers
P.O. Box 2009
North Hollywood, California 91602-0009
RAA Representative: Rex Gowdy
213/849-2400 or 818/841-2400

EBA, Inc., The Blalock Assoc.
P.O. Box 814782
Dallas, Texas 75381
RAA Representative: Mark D. Blalock
214/699-3947

EBA Inc., The Blalock Associates is an aviation marketing and manufacturing firm. Specializing in the development and sales of aviation support equipment, EBA, Inc. manufacturers and markets most notably the Aercart line of Ground Environmental Units. Aercarts provide ground cooling, heating and aircraft engine start capability all in one unit. Twenty models of Aercarts available allow the operator to choose the capabilities just right for his operation. Other EBA Inc. products include Battery Start Carts, Pressurization Test Systems, Baggage Carts and Maintenance Test Systems.

EECO, Inc.
1601 E. Chestnut Ave.
Santa Ana, California 92701
RAA Representative: Richard E. Olivas, Jr.
714/835-6000

EECO, Inc. is a supplier of passenger entertainment, passenger service, cabin audio systems and avionics systems and has a customer base of over 120 regional and major carriers. EECO is currently developing microprocessor based, integral keyboard, CRT Control Display Units for use in communications and navigation systems.

EECO participated actively on flight deck avionics and Control Display Units ergonomics through the SAE S-7 Committee and ARINC. As a designated representative of the SAE S-7 Committee, EECO reports to that Committee the concerns and activities of RAA.

Eldec Corporation
16700 13th Avenue, West
P.O. Box 100
Lynnwood, Washington 98036
RAA Representative: Joe Codomo
206/743-8303

ELDEC is a major manufacturer of true mass fuel flow indicating systems and engine instruments for turbine powered aircraft for both commercial and military requirements.

EMBRAER Aircraft Corp.
276 S.W. 34th St.
Ft. Lauderdale, Florida 33315
RAA Representative: Newton Berwig
305/524-5744

Besides its popular 19 passenger turboprop EMB-110 BANDEIRANTE, with more than 440 aircraft operating worldwide, Embraer has lunched its newest entry into the Regional Airline market; the pressurized 30 passenger turboprop EMB-120 BRASILIA, with more than 120 orders world-wide. Deliveries are scheduled for early 1985. Sales, customer and product support in North America are provided by Embraer Aircraft Corporation, Ft. Lauderdale, Florida.

Embry-Riddle Aeronautical University Center for Independent Studies
Star Route Box 540
Bunnell, Florida 32010
RAA Representative: Thomas W. Pettit
904/673-3180

Embry-Riddle is the world's largest aeronautical university. The University offers associate, baccalaureate and master degrees in aviation on campus and an Independent Study Program which provides aviation professionals an opportunity to earn a fully-accredited aviation-oriented associate or bachelor degree in the privacy of their own homes through independent study. On-campus time is not required. The University also offers complete flight training and a FAR Part 147 Airframe and Powerplant training program. The University has three campuses, Daytona Beach, FL, Prescott, AZ, and an International campus.

Emirates Air Service
P.O. Box 322
Abu Dhabi, United Arab Emirates
RAA Representative: Christopher O. Miller
828222 (Abu Dhabi)
or
1009 N. Curry Street
Carson City, Nevada 89701
702/883-3357

Emirates Air Service provides charter passenger and cargo services, oil support, aircraft maintenance, hangaring, flight training, aerial patrol, and avionics repair.

Ernst & Whinney
1225 Connecticut Avenue, N.W.
Washington, D.C. 20036
RAA Representative: Jeffrey L. Carr
202/862-6335

Ernst & Whinney offers airline management specialized consulting services, accounting/auditing and tax advice. We provide information systems for planning, budgeting and accounting.

Our consultation services employ computer-based financial models to plan and evaluate alternatives. We assist management in business strategies, organization and market development, fleet deployment, and cost and profitability analysis.

Executive Instruments, Inc.
4141 Lindberg Dr.
P.O. Box 216
Addison, Texas 75001
RAA Representative: James R. Garrett
214/239-0231

Executive Instruments, Inc. repairs and overhauls aircraft instruments.

Fairchild Aircraft Corporation
P.O. Box 32486
San Antonio, Texas 78284
RAA Representative: Earl E. Morton
512/824-9421

Fairchild specializes in the manufacture of 19 passenger turboprop Metro III commuter airliners, Expediter Cargo/Utility Aircraft and Merlin 300 and IV C executive/corporate turboprop aircraft. A total of more than 300 Metro aircraft are in operation or on order by more than 40 airlines around the world as of December 1983.

Fairchild Corporation is the North American marketing arm for the SAAB-Fairchild 340 Executive Transport being built jointly by Fairchild Industries and SAAB-Scania. An airline version, is also available through SAAB-Fairchild International.

Fairchild Aviation Recorders
Box 3041
Sarasota, Florida 33578
RAA Representative: William A. Guillermety
213/723-9601

Manufacturers of Cockpit Voice Recorders, Flight Data Recorders, Digital Flight Recorders and Combination Cockpit Voice/ Data Recorders for Air Transport, Commuter and General Aviation Aircraft.

Fairchild Burns Company
1455 Fairchild Road
Winston Salem, North Carolina 27105
RAA Representative: Roger E. Scott
919/744-1004

Manufacture airline seating.

Fairchild Control Systems Co.
1800 Rosecrans Avenue
Manhattan Beach, California 90266
RAA Representative: W. C. Waskey
213/643-9222

Fairchild Control Systems Company provides lightweight vapor cycle ECS and components for aircraft and helicopters and FCSC is the premier vapor cycle cooling contractor for high technology aerospace applications such as laser and electro-optical devices. Recent examples include the Space Shuttle, Seafire, Pave Tack and Airborne Laser Laboratory. The firm has developed e²ECS™, the energy efficient environmental control system for pressurized turbine aircraft. Key aircraft improvements are speed, climb, and altitude capability, accompanied by lower fuel burn and enhanced ground cooling. The e²ECS cooling subsystem is separately available and can be driven by a number of power sources, including ground charts. Repair and overhaul support for FCSC products is provided under Repair Station FAA Certification number 4415.

Field Aviation West Ltd.
P.O. Box 3186, Station B
Calgary, Alberta T2M 4L7 Canada
RAA Representative: D. E. Thomson
403/275-2111

Field Aviation West Ltd.'s 150 experienced employees perform inspections, overhauls, major repair and rebuilds, and modifications to the full range of corporate and commuter aircraft. A modern refinishing facility, part of 225,000 square feet of hangars, handles painting for aircraft up to 737 size as well as seat manufacturing and refurbishing.

FINALCO
8200 Greensboro Drive
McLean, VA 22102
RAA Representative: Donald G. Gies, Jr.
703/790-0970

Aircraft financing. lease financing for new and used aircraft, purchase and leasebacks and debt placement financing.

The First Boston Corporation
Park Avenue Plaza
New York, New York 10055
RAA Representative: Michael W. Derchin
212/909-3106

Brokerage/Investment Banking.

Flight Apparel Industries, Inc.
P.O. Box 166 Columbia Road
Hammonton, NJ 08037
RAA Representative: Albert Colangelo
609/561-9200

Flight crew uniforms, cabin personnel uniforms, counter person apparel and line crew clothing.

Flight Safety International
300 Metropolitan Square
655 15th Street, N.W.
Washington, D.C. 20005
RAA Representative: E. G. Gleske
202/639-4066

FlightSafety is the official training organization for 17 major aircraft manufacturers with more than 60 flight simulators. FlightSafety provides training services for more than 2,000 corporations, airlines, ship operators and government agencies at 25 learning centers in the U.S., Canada and France.

FLYING Magazine
1 Park Avenue
New York, New York 10016
RAA Representative: Richard M. Koenig
212/725-3828

FLYING Magazine's editorial package is concentrated entirely on the general aviation market. We serve the regional airline industry with positive and supportive editorial. FLYING Magazine is read by the majority of regional airline industry people on a monthly basis.

Fokker Aircraft U.S.A., Inc.
1199 North Fairfax Street, Suite 500
Alexandria, VA 22314
RAA Representative: Stuart Matthews
703/838-0100

Fokker, Dutch manufacturer of civil and military aircraft for over 60 years. Today specializing in short haul commercial markets with the proven F27 50-seat turboprop and F28 85-seat turbojet. Developer of the new Fokker 50 turboprop—a 50-seat aircraft emphasizing economy, comfort and quality—and the new Fokker 100—a 100-seat twinjet aimed at providing passenger comfort at low cost and an unmatched profit potential. Both ideally suited to performance, economic and passenger appeal requirements of the airlines, and fully backed by comprehensive support facilities.

Ford and Harrison
600 Peachtree-At-The-Circle
1275 Peachtree Street
Atlanta, Georgia 30309
404/888-3800

Los Angeles Office:
10100 Santa Monica Blvd.
Suite 1095
Los Angeles, California 90067
213/551-1125
RAA Representatives: Claude T. Sullivan, Jr. and Michael H. Campbell

Ford & Harrison is a law firm specializing in representing management in the various phases of labor law, including the Railway Labor Act, the National Labor Relations Act, the Fair Labor Standards Act (wage-hour law), the Equal Pay Act, the Age Discrimination in Employment Act, Title VII of the Civil Rights Act, and various contract laws regulating employment. The practice representing airlines includes counseling on employment policies and practices, handling of representation elections, arbitrations, contract negotiations, discrimination charges and litigation under these various labor laws.

Foster AirData Systems, Inc.
7020 Huntley Road
Columbus, Ohio 43229
RAA Representative: Mike Smyser
614/888-9502

Designs manufactures and markets airborne DME, TACAN, LORAN and navigation computers of the RNAV and Long Range types.

Frank B. Hall (International Aviation Division)
261 Madison Avenue
New York, New York 10015
RAA Representative: James E. Goulard
212/922-1300

Frank B. Hall is an insurance broker arranging all forms of coverage required by airlines, aircraft manufacturers and related industries. Founded in 1919 as Parker and Company, it was the first aviation insurance brokerage. It merged with Frank B. Hall in 1970.

Franklin Services Inc.
7206 Hull Street Road, Suite 203
Richmond, Virginia 23235
RAA Representative: Thurman B. Register, Jr.
804/745-4466

Franklin Services Inc., assigns its own qualified air industry oriented personnel to meet the air industry's specific job/labor requirements. Assignments may be long term or short term. Categories include: flight deck; in-flight service; ground service; management; and, all office/clerical personnel. Assignments are tailored to specific job requirements on a where needed—when needed—as needed basis.

Frasca International, Inc.
606 South Neil Street
Champaign, Illinois 61820
RAA Representative: John B. Huismann
217/359-3951

Manufacturer of flight simulators.

Fred S. James & Company
2001 McKinney Avenue
Dallas, Texas 75201
RAA Representative: Charles R. Botts
214/742-7777

Fred S. James is an aviation insurance broker specializing in service to the commuter airlines. Founded in 1858, it is one of the world's largest insurance brokers.

GAF Finance Corporation
520-201 Shorely Drive
Barrington, IL 60010
RAA Representative: Lewis S. Caliento
(312) 382-2940

GAF has worked with over 60 regional airlines in obtaining conventional aircraft loans, loan guarantees, and aircraft and general equipment leases for the acquisition of new and used equipment, spare parts, construction of hangar and maintenance facilities. GAF has also arranged for equity and working capital. The principals of GAF have many years of experience in providing both investment banking and financial services to the regional airline industry.

The Garrett Corporation
9851 Sepulveda Boulevard
Los Angeles, California 90009
RAA Representative: Jon Zurcher
213/417-6839

Garrett is a leader in new concepts and technical innovations for the aerospace industry in turbomachinery, heat transfer and energy conversion systems, and air data, environmental control and avionics. The Turbine Engine Division produces the highly fuel efficient TPE331 engine in horsepower ranges from 715 to 1645 SHP selected to power over 16 of the world's leading turboprop aircraft.

Garrett Turbine Engine Co.
111 South 34th Street
Phoenix, Arizona 85034
RAA Representative: Dave Pishko
602/231-2589

The Garrett Turbine Engine Company in Phoenix, Arizona is a division of the Los Angeles-based Garrett Corporation. It is a major producer of turboprop powerplants for the regional airline industry. The Garrett TPE331-3 powers the Fairchild Metro II, while the TPE331-5 is utilized on the Dornier 228 aircraft. The British Aerospace Jetstream 31 and the CASA 212 possess the 900-shp (per side) provided by TPE331-10 engines while the latest derivative of the Metro, the "III" model, is driven by 1000 shp TPE331-11's.

Garrett Turbine Engine Company is also the world's leading producer of auxiliary power units for the airlines, having manufactured more than 40,000 to date. Its model 36-150 has been selected as the APU for the SAAB-Fairchild 340, BAeATP, Fokker 100, Embraer Braislia and the Aeritalia/Aérospatiale ATR42.

General Electric Company
Aircraft Engine Group
1000 Western Avenue
Lynn, Massachusetts 01910
RAA Representative: George Rabone
617/594-2841

General Electric is a major manufacturer of aircraft engines for the world's commercial airline fleets. The Small Commercial Engine Department is responsible for turbofan and turboprop engines used in executive aircraft and commuter airliners. The CT7 turboprop selected to power the SAAB-Fairchild 340 and the CASA-Nurtanio CN-235 is the latest in a series of new fuel efficient engines being offered by the company.

General Electric Credit Corporation
Transportation Financing Department
1600 Summer Street, P.O. Box 8300
Stamford, Connecticut 06904
RAA Representative: Louis A. DeCarlo
203/357-6289

The Commuter Airline Unit is a part of the Transportation Financing Department of GECC. The unit is specifically responsible for arranging tax-oriented lease financing and loan programs designed to fit the individual needs of Commuter Airlines as well as Commuter Aircraft Manufacturers.

George A. Eyer Associates
27 East 62nd Street
New York, New York 10021
RAA Representative: George A. Eyer, Jr.
212/688-8587 Telex CKI/UW

We handle insurance requirements for commuter airlines including engine breakdown coverages, helicopters are also covered.

Georgetown Aircraft Services, Inc.
P.O. Box 521
Georgetown, DE 19947
RAA Representative: Thomas Gollicker
302/856-7333

Georgetown Aircraft performs custom interior/avionics outfitting for heavy corporate jet aircraft and all corporate helicopters. We also manufacture, supply and install our own lightweight, fireproof sound-deadening package.

Global Weather Dynamics, Inc.
2400 Garden Road
Monterey, California 93940
RAA Representative: Joe R. Kelley
408/649-4500

GWDI provides a full spectrum of state-of-the-art weather services for aviation. A staff of over 110 aviation forecasters, computer specialists, and support personnel support aviation customers with the following basic elements: An Aviation Forecast Service; An Aviation Facsimile Service; An Aviation Data Service; A Flight Control Station for Dispatch Operation; Flight Planning Service; Weather Training; Research, and Weathernet, a satellite communications network.

Golding and Desveaux
3325 Wilshire Blvd. Suite 1308
Los Angeles, California 90010
RAA Representative: H. Paul Golding
213/381-2996
Telex 691264

International loss adjusters aviation and transportation insurance services: loss adjustments: pre-underwriting surveys: safety engineering.

Guinness Peat Aviation, Corp.
10010 Harbor Plaza
Stamford, Ct 06902
RAA Representative: Graham Boyd
203/323-7777

GPA Corp. is a wholly owned subsidiary of the Irish aircraft leasing and financing company, Guiness Peat Aviation Group Ltd. whose primary shareholders are Aer Lingus, Air Canada, General Electric Credit Corp. and the Guinness Peat Group. The company specializes in leasing turbine-powered airliners to air carriers worldwide. GPA has also acquired Transport Analysis Internation Ltd. (US) who are business consultants to the transport and tourism industries. Contacts are Graham Boyd, President-GPA Corp. and Juan O'Callahan, Chairman TAI Ltd., phone 203/323-2211.

Hamilton Standard
Division of United Technologies Corporation
Bradley Field Road
Windsor Locks, Connecticut 06096
RAA Representative: Clifford E. Gerbe
203/623-1621

United Technologies' Hamilton Standard division, headquartered in Windsor Locks, Connecticut, employs over 16,500 people at various facilities in the United States, Great Britain, Germany, Italy and the Netherlands. Hamilton Standard is a major supplier of propeller systems, engine controls, air conditioning systems, digital flight data recorders and overhaul services to the commuter aircraft industry.

Hartzell Propeller Division
TRW Aircraft Components Group
P.O. Box 1458
1800 Covington Avenue
Piqua, Ohio 45356
RAA Representative: Jimmie A. Reedy
513/773-9766

Hartzell has earned an excellent reputation the world over for designing and building the finest high performance 3, 4 and 5 blade propellers available for reciprocating and turbine powered aircraft. The new Propellers, built for the airlines of the eighties, and nineties is the result of a combination of safety, simplicity, and high-horsepower performance. Hartzell utilizes advanced blade design techniques for maximum performance and minimum acoustics, and backs its products with a worldwide network of qualified repair facilities.

Harvey W. Watt & Company
P.O. Box 20787
Atlanta, Georgia 30320
RAA Representative: Charles C. Gullett, M.D.
404/767-7501

Company sells airline pilot occupational medical disability and life insurance. We provide airlines and pilots with medical guidance on health standards for flying, advice on preventive medicine to preserve their health and flying career, and medical advice to restore their FAA medical certification after illness or injury.

Hazeltine Corporation
500 Commack Road
Commack, NY 11725
RAA Representative: Sy Liebman
516/266-5623

Hazeltine Corporation manufactures ICAO/FAA standard Microwave Landing Systems with installations at Cadillac, Sturgis and Bellaire, Michigan; Jasper Hinton & Lloydminster Alberta, Canada; Westland Helicopters Airport, Yeovil England. A private system for use by a commuter air carrier has been installed on Lakeside Airport West Houston, Texas. Standard systems have been purchased by the Italian & Canadian Governments for test & development of operational & airspace procedures. A co-located system has been installed on the Battery Park Heliport, New York City for a 3 month demonstration of IFR helicopter procedures to a city center heliport.

Hiram Walker Consolidated International Brands
P.O. Box 235
Hammondsport, N.Y. 14840
RAA Representative: William S. Shill
607/569-2858

Richard M. Ducharme
P.O. Box 33006
Detroit, Michigan 48232
313/965-6611

HIRAM WALKER CONSOLIDATED INTERNATIONAL BRANDS is a manufacturer of distilled spirits. The product line is supplied to the inflight and catering departments of the various airlines throughout the industry.

Honeywell, Inc.
P.O. Box 889, MN23-6330
Minneapolis, Minnesota 55440
RAA Representative: Ed Rogers
612/542-5906

Honeywell, Inc. manufactures fuel quantity systems, low range radar altimeters, air data computers, and inertial reference systems. The company also provides engine pressure ratio overhaul and maintenance.

Howmet Turbine Components Corp.
6202 Central Freeway
Wichita Falls, TX 76307
RAA Representative: Roger Reynolds
817/855-8401

Howmet Turbine Components Corporation is a recognized world leader in the manufacture of precision investment castings for jet aircraft and other gas turbine engines. The company also is an important supplier of superalloys and titanium products. The company's Component Refurbishment Operation specializes in the overhaul and repair of hot section components for the engines of all turbine powerplant manufacturers.

IBM Corporation
Transportation Industry Marketing
P.O. Box 2150 Zip 57G
Atlanta, GA 30055
RAA Representative: Mike Morrisey
404/238-2456

IBM provides a full range of information processing products and services through sales offices throughout the U.S. The Transportation Industry Group coordinates marketing activities for the airline industry.

Ideal Research, Inc.
11810 Parklawn Drive
Rockville, Maryland 20852
RAA Representative: Ralph M. Sollod
301/984-5694

Responsible for the design, manufacture and marketing of the Microwave Ice Accretion Measurement Instrument (MIAMI) for aircraft and of related aviation devices.

Indiana Beechcraft Inc.
P.O. Box 51606
Indianapolis International Airport
Indianapolis, Indiana 46251
RAA Representative: Lawrence K. Hamm
317/241-2893

Indiana Beechcraft is a Beechcraft authorized distributor for all Beechcrafts; specializing in support of model 99, C-99, & 1900 commuter aircraft. Indiana Beechcraft is a supplier of Beechcraft spare parts, Pratt and Whitney PT6 and Garrett TPE331 hot section parts.

Insurance Company of North America
1221 Avenue of the Americas
45th Floor
New York, New York 10020
RAA Representative: Raymond L. Richards
212/764-3869

Multi-line insurance company actively involved in the business of insuring aircraft hull, liability and most periphery coverages for commuter/regional airlines.

International Air Academy, Inc.
2901 E. Mill Plain Blvd.
Vancouver, WA 98661-4835
Extensions—The Tech Center
2326 Millpark Drive
St. Louis, MO 63043

2980 E. "G" Street
Ontario, CA 91764
RAA Representative: C. S. "Kip" Wharton
800/426-1655—outside Washington State
800/562-1617—in Washington State

The International Air Academy, Inc. provides the Airline Industry with graduates from its Air/Travel School and offers training on a contract basis. The Air/Travel School and the training offered on a contract basis includes ticketing, reservations, management, tariffs and telephone sales.

International Aviation and Travel Academy
1201 North Watson Road
Arlington, Texas 76006
RAA Representative: Mike Haggard
800/527-2600
In Texas—800/492-2160

International Aviation and Travel Academy, an affiliate of Frontier Airlines, provides the airline industry well-trained and highly motivated employees. Our graduates receive extensive training including 80 hours of CRT instruction, tariff and ticketing, telephone sales and a travel industry overview.

The services of our placement department are provided at no cost to employer or graduate. All candidates are prescreened to meet the qualifications of the employer. We provide resumes and will assist with interviews at our facility or yours.

International Aviation and Travel Academy also offers contract training. We can fulfill initial startup needs or provide recurrent training programs in a wide range of skills and knowledge areas. We can provide customized training programs to be delivered at your facility or ours.

For further information please contact Mike Haggard, Director of Placement.

Int'l Aviation Corporation
General Aviation Airport
22500 S.W. 288th Street
Homestead, Florida 33030
RAA Representative: Raymond G. Kitchener
305/248-0222

International Aviation Corp. is the U.S. manufacturer of the 18 place commuter aircraft called the "Tri-Commutair" (formerly the Trislander which was mfg'd by Pilatus Britten-Norman) The Tri Commutair carries 16 passengers and a crew of 2—has 3 Lycoming 0540 engines and it has the lowest price, operating cost and breakeven point of any commuter aircraft in its' class.

James J. McDevitt & Sons, Inc.
875 Providence Highway
Dedham, Massachusetts 02026
RAA Representative: George N. McDevitt
617/326-6544

James J. McDevitt & Sons offers a wide range of services to the airline industry including: Aviation Insurance Adjusters, Underwriters' Accident Investigators, and Aviation Loss Prevention Counselors.

Jet Electronics and Technology
5353 52nd Street
Grand Rapids, Michigan 49508
RAA Representative: R. Otzman
616/949-6600

The product line of Jet Electronics and Technology includes: J.E.T. Pack standby artificial horizon and emergency power supply; as well as solid state inverters, vertical gyros, remote gyro indicators, custom designed systems, and engine monitor systems.

J & M Distributors
1760 Monrovia
Suite A-15
Costa Mesa, California 92627
RAA Representative: Dean Sickels and Mike Huntley
714/631-0312

Sales, installation and maintenance of telecommunications systems and peripheral equipment as well as of data terminal equipment. J & M Distributors also provides a communications consulting service.

Johnson & Higgins
95 Wall Street
New York, New York 10005
RAA Representative: Thomas W. Small
212/701-7573

Johnson & Higgins is one of the world's largest insurance brokers with a global network of offices throughout the United States, Canada and most major countries in the world. J&H has a separate aviation department in N.Y. with specialists in many branch offices. J&H offers a comprehensive insurance program designed specifically for commuters.

Jonas Aircraft & Arms Co., Inc.
225 Broadway
New York, New York 10007
RAA Representative: Robert S. Jonas
212/619-0330

This company serves as distributor for the Britten-Norman Islander aircraft for commuter airlines and has full stock of aircraft parts and accessories in the United States.

Started by Mr. Frank Jonas in 1927, the company has been in aviation since 1934.

Kavouras, Inc.
6301 34th Avenue South, Room 100
Minneapolis, Minnesota 55450
RAA Representative: Steve Madsen
800/328-2278

Kavouras, Inc. is engaged in the design, manufacture and distribution of the RADAC Color Weather Radar Remoting System and associated ground-based and airborne equipment and services. Through dial-up or dedicated telephone lines, RADAC users have access to the nationwide NWS and C-band radar installations and obtain accurate, reliable real-time weather information.

In addition Kavouras, through its RAM-Real Time Atmospheric Monitoring Division can provide aviation specific special information such as FT's and area forecasts.

Kimball Systems Inc.
151 Cortlandt Street
Belleville, New Jersey 07109
201/759-6500
RAA Representatives: Edward J. Sheridan, Andrea Rispoli and Vic Riabucha

Kimball Tag Products manufactures all types of tags and labels used by the airline industry. These include on-line, interline, expedite, limited release, maintenance, firearm, cargo, revalidation, boarding passes, etc.

King Radio Corporation
400 North Rogers Road
Olathe, Kansas 66062
RAA Representative: Larry Fitzgerald
913/782-0400

King Radio Corporation designs, manufactures and sells electronic communication, navigation, flight control systems including communication transceivers, navigation receivers, and indicators, distance measuring equipment, automatic direction finders, autopilots, flight directors, airborne radiotelephones, air traffic control transponders, compass systems, and weather radar systems. These systems, consisting of some 25 basic product categories, are designed and sold for installation in general aviation and commercial aircraft.

Kurth & Company Inc.
4400 MacArthur Blvd., N.W.
Suite 301
Washington, D.C. 20007
RAA Representative: Charles B. Kurth
202/342-1691

Kurth & Co., Inc. is an established commuter/regional airline specialist with over 18 years experience in all aspects of the airline business. Strengths include pricing, scheduling, traffic forecasting, market & fleet planning & financial/business planning. These disciplines have been applied to start up, reorganization, merger/acquisition, DOT 419 subsidy bid/negotiations and public offering projects in addition to traditional market/business planning studies.

Lear Siegler, Inc.
International Division
160 Midland Avenue
Port Chester, New York 10573
RAA Representative: William Harring
914/937-5300

Lear Siegler manufactures starter generators and pumps and provides after market sales and support of Electro-Mechanical replacement parts.

Lockheed DataPlan, Inc.
90 Albright Way
Los Gatos, California 95030
RAA Representative: Ron Patton
408/866-7611
800/FLTMGMT

Lockheed DataPlan, Inc. provides computerized flight plans for airlines, and complete weather briefings including graphic weather charts. Also available is a flight operations management system which offers scheduling, management information and maintenance and inventory control.

Lockheed Finance Corp.
2550 Hollywood Way
Burbank, California 91505
RAA Representative: Carl O. Gustafson
818/847-6611

Lockheed Finance Corporation, a wholly owned subsidiary of Lockheed Corporation offers service in two major areas of aviation involvement.

Through its Consulting Branch it offers consulting services in the areas of aircraft and technical analysis, market research, economic and feasibility studies, fleet planning and traffic analysis and forecasting.

The financial services include direct financing, leasing, loan syndication and related services for a wide variety of aircraft and aerospace equipment.

McInturff, Milligan & Brooks, Inc.
Towne Square Center
P.O. Drawer 1600
Greenville, Tennessee 37744
RAA Representative: Dan C. Jackson
615/639-5171
Telex: 810 567 7371 C&BMMR Gnvl

Established 1910—provides all types of insurance and bonds to the aviation industry. Represents CAOI for domestic and foreign insurers.

Machida America, Inc.
40 Ramland Road
Orangeburg, New York 10962
RAA Representative: Ron Pell
914/365-0600

Machida America manufactures fiberoptic borescopes and accessories.

Main Hurdman
11 South Meridian Street
Suite 815
Indianapolis, Indiana 46204
RAA Representative:
317/635-2228

Main Hurdman performs various audit, tax and consulting services for several commuter airlines.

Marathon Battery Company
8301 Imperial Drive
Waco, Texas 76710
RAA Representative: Leon J. Andrus
817/776-0650

Marathon Battery Company manufactures nickel-cadmium batteries, pocket-plate nickel-cadmium batteries, magnesium batteries, battery chargers, airborne static inverters, and custom electronics for military aviation, communications, and standby power applications. The company is the original equipment battery supplier to virtually all manufacturers of commuter aircraft and provides 24-hour, seven-day-a-week service.

The Marketing Group, Inc.
376 Boylston Street
Boston, Massachusetts 02116
RAA Representative: Alan J. Stern
617/267-1991

The Marketing Group provides market research and product distribution studies. Full promotional and sales support, including public relations, community relations programs, and advertising are provided for clients in the aviation industry. Product specialization is provided for instrumentation, airframe, powerplant, on-board systems, and simulators.

Marsh & McLennan, Inc.
1221 Avenue of the Americas
New York, New York 10020
RAA Representative: Raymond C. Brooks
212/997-4628

The world's largest insurance brokers, Marsh & McLennan is broker for leading trunk airlines, regional airlines, major airframe manufacturers, power plant manufacturers and component manufacturers. Included in its portfolio are a number of commuter airlines, and Marsh & McLennan operating through its Aviation Industry Committee intends to make its further penetration into all segments of the aviation industry.

The Memphis Group
3781 Premier Cove
Memphis, Tennessee 38118
RAA Representative: Ron Rucker
901/362-8600

A supplier of overhauled and certificated avionics, instruments, engine and airframe parts and accessories, and test equipment. The Memphis Group specializes in NAV/COM, ADF, Transponder, Flight Director, DME and Auto Pilot components and IFR test equipment.

Mexicana Airlines
9841 Airport Boulevard
Los Angeles, California 90045
RAA Representative: Robert R. Crigler
213/646-9975

Mexicana, founded in 1921, is the oldest commercial airline in North America and the largest carrier in Latin America. Mexicana serves 9 cities in the United States, 27 cities in Mexico plus Havana, Cuba; Guatemala City, Guatemala; San Juan, Puerto Rico, and San Jose, Costa Rica. Mexicana carries more passengers between the United States and Mexico than any other airline.

Midland-Ross Corporation
Grimes Division
240 Twain Avenue
Urbana, Ohio 43078
RAA Representative: E. W. Morgan
513/653-5225

Manufacturer of Aircraft Lighting, Electronics and Windshield Wiper Systems.

Daniel Morton & Company, Inc.
Five Landmark Square
Suite 200
Stamford, Connecticut 06901
RAA Representative: E. Daniel Morton
203/325-9055

Daniel Morton & Company, a specialist in aviation development banking, is involved in all aspects of regional airline financing. This includes performing evaluations of capital requirements and arranging start-up venture capital, private placements, public offerings, merger/acquisition analyses, and aircraft financings. Additionally, we draw on a unique 30-year mix of experience in both the airline industry and the investment community to advise regional airlines on financial and marketing strategy and financial public relations.

Motorola Communications & Electronics
17-22 Whitestone Expressway
Whitestone, New York 11357
RAA Representative: Joe Quagliano
718/746-1100 x 258

Radio communications equipment—2-way hand held Portables, Mobilesradios, Base Station equipment, Flight Information Display Systems, SELCAL, Closed Circuit Television, Microwave, & Radio Paging.

Multi-Line Industries, Inc.
67 Liberty Church Road
Carrollton, Georgia 30117
RAA Representative: C. Keith Driver
404/854-4049

Multi-Line Industries, Inc. manufactures uniform clothing for the airline industry.

NCR Corporation
Transportation Systems Marketing—WHQ-4
World Headquarters
Dayton, Ohio 45479
RAA Representative: Roger J. Edwards & G.A. Booth
513/445-2750

The Transportation Systems Marketing division of NCR Corporation is offering the NCR 1810 Self-Service Airline Terminal. Similar to the familiar NCR Self-Service Banking Terminal, the NCR 1810 provides the airline passenger with quick service capabilities for self-reservations, self-ticketing, and self-check-in. The NCR 1810 is compatible with most major reservation systems or, if desired, can operate as a self-contained, off-line system. The NCR 1810 is designed to reduce overall airline passenger handling costs while improving traveler convenience and service.

Nordam
510 South Lansing
Tulsa, Oklahoma 74120
RAA Representative: Glenn Holder
918/587-4105

NORDAM is involved in the repair and remanufacture of bonded flight control surfaces, radome manufacturing and repair, lightweight composite interior panel manufacturing, window repair and refurbishment. Our affiliate, LORI, repairs oil coolers and heat exchangers for commercial and General Aviation. Both NORDAM and LORI have exchange parts available.

Northwest Orient Airlines
Minneapolis/St. Paul Int'l. Airport
MS 600
St. Paul, Minnesota 55111
RAA Representative: Homer C. Laird
612/726-3061

Northwest Orient Airlines route system spans three-fourths of the globe, from North America to Asia and Europe, serving 74 cities in 16 countries. In February, Northwest Airlines took delivery of the first of 20 Boeing 757's to be added to the existing fleet of 35 747's, 19 DC-10's and 65 727's.

As a key part of its 1985 marketing plan, Northwest continues to look to regional airlines as suppliers of essential passenger and cargo feed traffic to its major hubs. In 1984, Northwest Airlines demonstrated its commitment to the regionals in several ways—e.g., joint frequent flyer promotions, advertising, small package rates, computerized reservation services, and through the creation of the Northwest Orient Airlink. The Airlink is a marketing agreement between select regional airlines and Northwest Orient. (Mesaba Airlines became the first Airlink participant in December, 1984.)

Northwest Airlines, a consistent profit leader in the airline industry, will continue to expand its involvement with regional airlines in 1985 as the most logical means of extending the Northwest route system into airports not adapted to its fleet mix.

Official Airline Guides, Inc. (OAG)
2000 Clearwater Drive
Oak Brook, Illinois 60521
RAA Representative: Julia Mackay
312/850-2854

As the travel industry source of airline schedule and fare information, OAG, Transportation Guides Division, publishes ten quick reference guides benefiting the traveling public. Three world area Pocket Flight Guides compliment the North American, Worldwide, and Electronic Editions. The Air Cargo Guide features worldwide cargo schedules and rates.

Utilizing its vast computerized data base, OAG also produces reservation load tapes, timetables, schedule and tariff products and services and customized magnetic tape products for airlines worldwide.

Olin Financial Services
1290 Summer Street
Stamford, Connecticut 06904-1355
RAA Representative: William A Strachan
203/356-2786

Ozark Air Lines, Inc.
P.O. Box 10007
Lambert-St. Louis International Airport
St. Louis, Missouri 63145
RAA Representative: Rodney G. Chana
314/895-6762

Ozark started in 1950 as a small carrier serving the midwest, but during recent years has grown to national carrier status, currently serving 66 cities in 25 states with an all-jet fleet of 48 DC-9 aircraft. The carrier's system stretches from coast-to-coast, and border-to-border, with its hub and headquarters in St. Louis, where over 130 departures are scheduled a day. Ozark is working to strengthen its ties with commuters through contract services, interline agreements, joint fares, etc., providing the public with efficient, reasonably priced air service.

Pacific Aero Products, Inc.
2810-20 N. Lima Street
Burbank, California 91504
RAA Representative: Charles R. Lovin
818/841-7800

Stocking distributor/dealer for Bendix, Lear-Siegler, Leland, G.E., Westinghouse, Hartman and other manufacturers of electrical accessories and parts.

APPROVED FAA REPAIR STATION 417-10

Overhaul all electrical accessories, including solid state controls, used on U.S. and most foreign built aircraft and helicopters.

Exchange units available.

Pacific Propeller, Inc.
P.O. Box 946
Kent, Washington 98032
RAA Representative: Roger A. Pearson
206/872-7767

Pacific Propeller, Inc. (PPI) is an FAA Approved Repair Station No. 4123 involved in the repair and overhaul of all makes of aircraft propellers and associated components. PPI is a worldwide authorized service dealer for the Aeroproducts AG441FN-606 propeller. PPI is the distributor for TRW Hartzell, Dowty Rotol and a McCauley factory dealer. PPI services all models of Hamilton Standard propellers including the 54H60 and 24PF.

PPI holds FAA PMA for manufacture of propeller blades and components for earlier model counterweight and hydromatic propellers.

Pacific Southwest Airlines (PSA)
3225 North Harbor Drive
San Diego, California 92101
RAA Representative: William R. Roy
619/574-2311

PSA serves 20 cities in California, Nevada, Washington, Oregon, Arizona and New Mexico with a fleet of DC 9-80's, BAE 146's and DC 9-30's.

Page Avjet Corporation
P.O. Box 17441
Washington Dulles International Airport
Washington, D.C. 20041
RAA Representative: D. Robert June
703/661-8886
Telex: 901-170 PAGE AVJET UD
SITA-IADPIXH

Page Avjet Corporation is a multiservice company, which for forty-six years has served the aviation community by providing: airline/executive aircraft sales, leasing, financing, outfitting, refurbishment, overhaul, spares, ground support equipment, training, fixed base operations, support service and engineering.

PaineWebber Incorporated
1285 Avenue of the Americas
New York, New York 10019
RAA Representative: Jai P. Bowers
212/713-3686

PaineWebber's Investment Banking/Corporate Finance organization can offer regionals a broad range of financial services, specifically to evaluate and design overall equipment financing strategies and to locate and secure the most attractive rates and terms available on public or private offerings of debt or equity.

Pan American World Airways, Inc.
Pan Am Building
New York, New York 10166
RAA Representative: Thomas G. O'Leary
212/880-1228

Pan Am's Commuter Services Department provides liaison with commuter airlines under contract to Pan Am. Commuter Services also coordinates all joint marketing, reservations and ground services with non-contract commuter airlines.

Pan Am's unique combination of domestic routes to the major U.S. gateway cities and its unparalleled international route system flowing from these cities, offers excellent mutual feed opportunities.

Parker Hannifin Corporation
Airborne Division
711 Taylor Street
Elyria, Ohio 44035
RAA Representative: Ken Kretschmer and Syd Reames
216/323-4676

Aircraft Wheel & Brake Division
1160 Center Road
Avon, Ohio 44011
RAA Representative: Jack Hemminger
800/BRA-KING or 216/937-6211

Airborne Division manufactures fuel and pneumatic systems, air conditioning and de-ice systems, and environmental control systems. Aircraft Wheel & Brake Division manufactures Cleveland wheels, brakes, and components.

Peat, Marwick, Mitchell & Co.
1990 K Street, N.W.
Washington D.C. 20006
RAA Representative: Ronald L. Merriman
202/223-9525

Professional accounting firm offering services in accounting and auditing, tax planning and research and airline-related consulting services in such areas as management information systems and data processing alternatives, financing alternatives, planning and budgeting, statistical revenue accounting applications, maintenance and inventory controls, executive compensation and employee benefits.

Peninsula Airport Commission
Patrick Henry International Airport
Newport News, Virginia 23602
RAA Representative: John W. Mahaffey
804/877-0221

Philips Electronic Instruments
85 McKee Drive
Mahwah, New Jersey 07430
RAA Representative: Norman Miller
201/529-3800

Philips Electronic Instruments manufactures secuirty screening x-ray systems.

Piedmont Airlines
Smith Reynolds Airport
Winston Salem, North Carolina 27156
RAA Representative: Sherl Folger
919/767-5459

Piper Aircraft Corporation
3000 Medulla Road
Lakeland, Florida 33803
RAA Representative: Jack Cook
813/644-6631

Piper Aircraft Corporation produces several aircraft that have become popular in scheduled commuter airline utilization, such as the Navajo Chieftain, the T-1020 and the T-1040. Piper has product support specialists who devote their full time to the technical support of the commuter operators. Its spares support program is designed to give rapid response—especially to scheduled operators. With the future growth that is expected in this segment of the air transportation system, Piper Aircraft Corporation intends to be an even greater factor in the success of the commuter.

Plastics, Inc.
P.O. Box 64610
224 Ryan Street
St. Paul, Minnesota 55164
RAA Representative: Harry A. Rubbright & Renee Aymar
612/227-7371

Plastics, Inc., a subsidiary of Anchor Hocking Corporation, manufactures an extremely comprehensive product line of both inflight and ground food and beverage service items for use by all types of air carriers.

PLM Financial Services, Inc.
655 Montgomery 12th Floor
San Francisco, California 94111
RAA Representative: Allen V. Hirsch
415/989-1860

PLM Financial Services, Inc. is a transportation equipment leasing company which offers lease financing for commuter airlines and corporate users of aircraft.

PPG Industries, Inc.
Central Bank Building, Suite 777
Huntsville, Alabama 35801
RAA Representative: Thomas M. Yelle
205/539-8121

PPG manufactures windshield and passenger windows and other aircraft transparencies for all phases of aviation. Their electrically heated de-ice windshields are used extensively on commercial aircraft manufactured by such companies as Aeritalia/Aerospatiale, Beech, Cessna, deHavilland, Embraer, Fairchild/Swearingen, Fokker, Gulfstream, Israel Aircraft, and Piper.

Pratt & Whitney Canada, Inc.
P.O. Box 10
Longueuil, Quebec J4K 4X9
RAA Representative: David B. Leslie
514/647-7677

The company has a corporate mandate for the design, development, manufacture and service of small gas turbine engines for air, land and sea applications. Aircraft such as the Beech 99 and the new 1900, the deHavilland Twin Otter and Dash-7, Embraer's EMB-110, the Fairchild Metro IIIA, the Israel Aircraft Arava, the Shorts 330 and 360, and the Piper T-1040 are all powered by the PT6 turboprop engine.

The PW100 turboprop, specifically designed for the 30–70 passenger commuter aircraft, has been selected to power five new generation commuter aircraft, the Embraer EMB-120 Brasilia, the deHavilland Dash-8, the Aérospatiale/Aeritalia ATR-42, the British Aerospace ATP, and the Fokker 50.

PTC Aerospace
Rt 202
Bantam, CT 06750
RAA Representative: Arthur St. John
203/567-9441

Our company specializes in aircraft interiors, seats, galleys, closets and spare parts for any of the above.

Queensmith Communications Corp.
West Bldg.
Washington National Airport
Washington, D.C. 20001
RAA Representative: Murray Smith
703/684-8270

Publishers of "Professional Pilot Magazine," a monthly journal for pilots flying in corporate, charter, regional/commuter, government & FBOs.

Rand McNally and Company
Ticket Division
8255 N. Central Park Avenue
Skokie, Illinois 60076
RAA Representative: Donald E. Huff
312/267-6868

Rand McNally's Ticket Division is the World's leading airline ticketing specialist. We design, print, store, and distribute all types of airline tickets and related products such as: MCO's, interline and on-line baggage tags, labels, and airbills.

We also develop and process revenue accounting and data base management systems for regional and major airlines and ARC. These include: marketing reports, frequent flyer programs, inventory and product usage reports.

Recent innovations from Rand McNally include: ImageGard™, a printing process allowing visual means of detecting altered ticket coupons; TicketChek™, an electronic method of detecting fraudulent or stolen ticket coupons; STRAIGHTLINE, a program developed to assist regional airlines in inventory control, reordering, and improve cost efficiency.

Rediffusion Simulation, Inc.
2200 Arlington Downs Road
Arlington, Texas 76011
RAA Representative: David Shorrock
817/469-8411

Rediffusion Simulation, Inc. manufactures flight simulators, visual systems and training devices, including computer-based training programs.

Reed Stenhouse, Inc.
100 William Street
New York, New York 10038
RAA Representative: Joseph M. Rosenthal
212/806-6600

Reed Stenhouse is a major international insurance broker with more than 180 offices in 33 countries. Its experienced aviation staff provides comprehensive insurance programs tailored to the varied needs of its clients, be they regional, national or major airlines or specialized manufacturers. The firm's depth in the U.S., Canada and the U.K. allows Reed Stenhouse personnel immediate access to both North American markets and Lloyd's of London brokers and ensures clients constant assistance and attention.

Reflectone, Inc.
5125 Tampa West Boulevard
Tampa, FL 33614
RAA Representative: Henry Pittman
813/885-7481 or
813/885-6682 (Training Academy)

Manufacturing full flight simulators; operating flight training academies (simulator training); and equipping aircraft with in-flight entertainment systems.

Republic Airlines, Inc.
7500 Airline Drive
Minneapolis, Minnesota 55450
RAA Representative: George A. Rasmusson
612/726-7864

Republic Airlines is a major U.S. carrier serving 110 cities. Republic's flights span a 100,000 mile route system from coast to coast including 32 states, Canada, Mexico, and the Cayman Islands in the Caribbean.

Republic offers a complete range of service programs which are established in modular form so that they may be tailored for the individual regional carrier. Republic's Regional Airline Programs Department administers these programs and coordinates all airline activity with the regional airline industry. To highlight just a few of the many components of the service programs, Republic offers joint sales promotion, joint cargo programs, multi-hosting in ESCORT reservation system, joint fares, training programs, and support service agreements.

River City Avionics, Inc.
3003 Airways Blvd.
Suite 1014
Memphis, Tennessee 38131
RAA Representative: Glen Rosenbush
901/398-5125

Provide overhauled and certified avionics and instruments.

Riverside Oil, Inc.
P.O. Box 3087
Evansville, Indiana 47730
RAA Representative: A. D. Searl
812/424-9211

Riverside Oil, Inc. furnishes AV100, Av Gas and Jet Fuel to Regional Carriers and to Fixed Base Operators throughout the Continental United States.

Rollins Burdick Hunter of Kansas, Inc.
Wichita Mid-Continent Airport, P.O. Box 9210
Wichita, Kansas 67277
RAA Representative: Charles L. Jones
316/943-9331

Rollins Burdick Hunter Co. and branch office Rollins Burdick Hunter of KS., Inc. is a firm of multinational insurance brokers with a special staff of aviation experts representing business and commercial aviation interests including the airline industry. Founded in 1898, the firm is one of the nation's largest insurance brokers.

Rolls-Royce Inc.
15303 Ventura Blvd. #1420
Sherman Oaks, CA 91403
RAA Representative: Dennis Richardson
818/905-5955

Rolls-Royce designs, develops, and manufactures gas turbines for commercial and military airframe programs. Two hundred and eighty airlines and 111 air forces have Rolls-Royce powered aircraft.

In particular, Rolls-Royce produces the Dart engine to power such aircraft as the BAe 748, Fokker F27, and Gulfstream G1-C airliner. Rolls-Royce is offering an improved version of the Dart engine called the Dart 552. This engine will give a 10% saving in fuel cost and the engine improvements can be applied to over 1000 Dart powered aircraft in service world wide. Also, Rolls-Royce produces the Spey Turbofan, of which more than 2000 have been built to power the F28 and Gulfstream GII, GIII, and BAC 1-11.

Rolls-Royce is currently developing a new engine named the Tay. It is an advanced technology engine based on the proven core of the RB183 engine and has a take-off thrust of 13,000 lbs. This engine will power the Gulfstream IV business jet and the new one hundred seat aircraft, the Fokker 100.

Rolls-Royce (Canada) Ltd.
P.O. Box 1000, Montreal AMF
Montreal, Quebec H4Y 1B7
Canada
RAA Representative: Bill Burton
514/631-3541

Overhaul, repair and servicing of a wide range of gas turbines including all marks of the Rolls-Royce Dart and Spey engines. Lease engine and accessory programs and a spares parts supply network.

Saab-Fairchild International
P.O. Box 17188
Dulles International Airport
Washington, D.C. 20041
703/661-8422
RAA Representative: Raymond T. Glembocki

North American marketing of 35 passenger Saab-Fairchild 340 airliner being built jointly by Saab-Scania and Fairchild Industries.

Saab-Scania AB
Aerospace Division
Fack s-581 88
Linkoping
SWEDEN
RAA Representative: Thure Svensson
Tfn Sweden 13-18 27 99 or 203/795-5671

Description of services: manufacturer of military and civil aircraft, commuter aircraft SAAB-Fairchild 340.

Sage Foods, Inc.
2225 Brangus Drive
Irving, Texas 75062
RAA Representative: Stanley Lansky
214/258-1555

Our company offers total distribution and marketing services to the inflight food service industry.

Santarelli & Bond
2033 M Street N.W.
Suite 700
Washington, D.C. 20036
RAA Representative: Langhorne M. Bond
202/466-6800

Legal and counselling services to aviation manufacturers.

Schneck Aviation, Inc.
P.O. Box 6417
Greater Rockford Airport
Rockford, Illinois 61125
RAA Representative: John R. Merinar
815/965-4001

Engine and accessory overhaul and exchange. Cylinder chrome plating and welding. Distributor of Teledyne Continental Motors Corp., Avco Lycoming and a member of A.D.M.A.

Schneller, Inc.
P.O. Box 670
6019 Powdermill Road
Kent, Ohio 44240
RAA Representative: Don E. Strange
216/673-1400

The Schneller, Inc. manufactures various functional decorative items used exclusively in aircraft interior applications, including floor coverings, bulkhead and sidewall facings, trolley facings, and ceiling panels.

Security Imprinter Corporation
P.O. Box 369
2 East Frederick Street
Walkersville, Maryland 21793
RAA Representative: Sanders Cochran
301/845-4131

Credit card and ticket imprinters.

Security Pacific National Bank
2 Arundel Street
London WC2R 3DF
ENGLAND
RAA Representative: Thomas R. Hewson
01/379-7355

Provision of Financial services to aircraft manufacturers and airline operators.

SFENA of America
P.O. Box 610049
DFW Airport, TX 75261
214/257-0576 Telex: 293264 SFNA UR
RAA Representative: W. M. Conlin

Flight Controls and Instruments

Shasta Beverage, Inc.
26901 Industrial Boulevard
Hayward, California 94545
RAA Representative: George W. Kling
415/783-3200, Extension 357

The Shasta Soft Drink Program is designed for nation-wide cost control, and features a complete line of soft drink flavors available in regular, diet, and a full line of mixers. The program also includes Capri Sun, a natural fruit drink in flexible packaging.

Shell Oil Company
P.O. Box 2105
Houston, Texas 77001
RAA Representative: R. A. Heustess
713/241-6903

Shell is a leading refiner and marketer of aviation fuels to the Airline Industry with a strong distribution system to many major airline markets.

Short Brothers (USA), Inc.
2011 Crystal Park Drive
Suite 713
Arlington, Virginia 22202
RAA Representative: A. Oakley Brooks, Jr.
703/685-0360

Specialists in design, production, and support of regional/commuter aircraft. Product range includes the 36 seat Shorts 360 which went into service in December, 1982; as of January 1985, sixty-four aircraft were in operation with fifteen airlines including nine major U.S. regional airlines. Shorts also produces the 30 seat Shorts 330 airliner, already selected by 31 operators. Both aircraft feature wide-body appeal, low noise levels, and superior fuel productivity. Shorts also produces the Skyvan utility aircraft and aerostructures for other manufacturers.

Simat Helliesen & Eichner, Inc.
708 Third Avenue, N.Y., NY 10017
212/682-8455

One University Office Park
Waltham, MA
RAA Representative: Richard Murphy
617/894-6214

Route and fleet planning, aircraft appraisals/inspections/residual value estimates, Section 419 subsidy applications, management consulting, financial planning, mergers & acquisitions analysis, market research and feasibility studies.

SimCom Systems, Inc.
Orlando Executive Airport
Post Office Box 19284
Orlando, Florida 32814
RAA Representative: Robert Mitchelson
305/896-8789

Training for the general aviation, corporate and regional airline pilot will be offered in SimCom Pilot Training Centers beginning in early 1985. The heart of the centers will be sophisticated microprocessor driven flight training devices, manufactured by SimCom Systems, Inc., supported by a computer managed curriculum and computer assisted instructions. Regional training centers will be built with a mix of training devices determined by the area's aircraft type and model distribution.

Simmonds Precision
Product Support Division
8075 N.W. 53 Street, Suite 100
Miami, Florida 33166
305/593-1801 Telex: 807378
RAA Representative: William H. Thomas

Simmonds Precision is a manufacturer of Fuel Quantity Systems, Actuators, Exciters and Engine Accessories. The Product Support Division exists to provide support for these items and other related equipment and to manufacture field test equipment needed by the operators to test and calibrate these systems. Simmonds offers overhaul, repair and exchange services from its domestic and international facilities. Simmonds offers the only authorized overhaul and exchange of the Pitch Trim Actuator used on all Metro and Merlin aircraft. Simmonds Fuel Quantity Systems are present on DHC-6, DHC-7, DHC-8, B-99, SF-340 and EMB-120. Engine Components on most Pratt & Whitney, Allison, Garrett and General Electric Engines.

Singer Link Flight Simulation Division
Department 716
Binghamton, New York 13902
RAA Representative: John L. Billeter
607/772-4104

The Link Flight Simulation Division of The Singer Company produces a full range of aircraft simulators, associated training devices and services for the airline industry. Link's newest product line, MicroFlite, features a modular concept of microprocessor-based devices which are especially well-suited for commuter/regional airlines. This product line provides training devices ranging from a relatively simple, generic, fixed-base trainer with associated instructor station, to an aircraft-specific simulator featuring a motion system, dynamic hydraulic control loading and a visual system.

Link's technical training and education programs provide the commuter/regional operator with a total training capability conducted either on site or at Link's facilities in Binghamton, New York. Representative training courses include introduction to Electronics and introduction to Software.

SMS Associates, Inc.
Suite 335-337, 1001 Connecticut Avenue, N.W.
Washington, D.C. 20036
RAA Representative: Janet St. Mark
202/659-8705

SMS provides expert assistance in all facets of the commuter airline business, whether passenger or cargo. The firm prepares FAA exemption requests, collects and analyzes data, prepares testimony and reports, and performs market studies and analyses. It also evaluates operational, technical, financial and market proposals.

The company provides competent, expert assistance in all areas of government regulation and program knowledge including essential air service, and Part 121/135 operational requirements.

Sperry
5353 West Bell Road
Glendale, Arizona 85308
RAA Representative: Charles W. Bennett
602/863-8000

Sperry is a major supplier of high technology integrated avionics systems for the entire aviation industry. A broad line of products and systems are designed and manufactured specifically for transport and regional air carrier aircraft. Sperry integrated systems and products are supplied to most regional air carrier aircraft manufacturers as standard or standard options. Modernization avionics products and systems are also available for existing airline fleets.

Sperry Corporation
12 Valley Forge Executive Mall
480 Swedesford Road
Wayne, Pennsylvania 19087
RAA Representative: Gene E. Keller
215/293-0300

Sperry Corporation is involved in the manufacturing and marketing of computer systems to domestic airlines.

Stanley Aviation Corporation
2501 Dallas Street
Aurora, Colorado 80010
RAA Representative: Craig Emmons
303/364-6411

Stanley Aviation designs, tests, and manufactures systems and components for aircraft fuel and environmental control systems. Stanley also provides a low cost, high quality manufacturing "build-to-print" service. The company also operates an FAA repair station for repair and overhaul of electro-mechanical, hydraulic, fuel, aircraft accessories and components.

Stewart Smith/Stewart Wrightson, Inc.
125 South Wacker Drive
Chicago, Illinois 60606
RAA Representative: John R. Howard
312/236-7333

Stewart Smith provides Aviation Insurance expertise and places risks on behalf of retail insurance brokers throughout the country, specializing in all levels of commercial airline activity.

V. Michael Straus, P.C.
1001 Connecticut Avenue, N.W.
Suite 335
Washington, D.C. 20036
RAA Representative: V. Michael Straus
202/785-2242

This is a transportation law firm, specializing in domestic and international aviation law; aircraft purchases, sales and leases; contract review and negotiation; all matters affecting all-cargo and passenger commuter operations, including essential air service, subsidy, U.S. Customs, DOT, FAA, INS, SBA, State Department and Congressional consultation and representation.

Systron Donner
935 Detroit Avenue
Concord, California 94518
RAA Representative: William S. Treadwell
415/674-6700

The Safety Systems Division of SYSTRON DONNER, since 1962, has been engaged in the design and manufacture of highly reliable engine fire and overheat detection and protection systems for military, general aviation, and commercial aircraft. Our modern facility in the San Francisco Bay Area houses the integrated functions of design engineering, research, development, environmental testing, machining, manufacturing, assembly, and quality assurance. Our added aspect of active customer interaction affords our marketplace a multi-dimensional program of product and support quality.

Teledyne Battery Products
840 West Brockton Avenue
Redlands, California 92373
RAA Representative: Lee Greisch
714/793-3131

Teledyne Battery Products manufactures a complete line of lead acid aircraft batteries including a reliable, low cost alternative for nickel-cadmium batteries. Teledyne supplies the majority of aircraft manufacturers with original equipment products.

Teledyne Neosho
P.O. Box 648
Neosho, Missouri 64850
RAA Representative: M. A. (Dutch) Barbettini
417/451-1810

Teledyne Neosho is one of the Teledyne, Inc., companies. This Company is a diversified company engaged in the manufacture of aircraft precision gears and the overhaul of turbine and jet engines for the business and commuter airline market. Teledyne is the appointed overhaul agency for General Electric on the CJ610/CF700 Engines, AVCO LTS/LTP101 Engine, and the Garrett TPE331.

The Boyd School
Wilma Boyd Career Schools, Inc.
One Chatham Center
Pittsburgh, PA 15219
RAA Representative: Elizabeth McKinney
800/245-6673
412/456-1800

Fifteen week accredited career program specializing in training for the travel industry. 450 class hours include:
Airport Procedures;
Domestic/International Geography;
Air Fares and Ticketing;
Professional Sales Technique;
Travel Agency Fundamentals and
Automated Reservation Procedures.

Complimentary placement services are available to the Regional Airline Association members and all candidates are prescreened to meet the requirements of the individual carriers. When you are in need of station agents, passenger service agents, airport support personnel and reservation sales agents, please call Liz McKinney, Placement Director.

3M Stormscope Weather Mapping Systems
223-3N 3M Center
St. Paul, Minnesota 55144
RAA Representative: J. Gregory Heaton
612/736-2943

Manufacturers of a new technology passive thunderstorm mapping system. FAA approved. Available for all fixed wing and rotor wing, multi engine and single engine aircraft.

Tia Electric Company, Inc.
22 Audrey Place
Fairfield, New Jersey 07006
RAA Representative: Robert H. Edwards
201/575-1515

Tia Electric Company manufactures in-flight feeding equipment: coffee brewers, ovens, refrigerators, water coolers and hot water heaters.

Ticketron
1350 Avenue of the Americas
9th Floor
New York, New York 10019
RAA Representative: Jack B. O'Connor
212/887-1628

Touche Ross & Company
1633 Broadway
New York, New York 10019
RAA Representative: Steven O. Gunders
212/489-1600

Touche Ross & Co. offers professional airline management consulting services. Touche Ross provides commuters with specialized assistance in the areas of strategic planning, market development, reservations and systems planning, financial management, organizational planning, emerging airline strategies, taxation, accounting, and merger/acquisition support.

Tow Tractors, Inc.
3210 Oakcliff Industrial Street
Doraville, Georgia 30346
RAA Representative: Buzz Powell
404/455-1445

Tow Tractors manufactures aircraft tow tractors and baggage tractors.

Trans World Airlines
605 Third Avenue
New York, New York 10158
RAA Representative: Gary McNutt
212/692-3143

In representing substantial passenger exchange with many commuter airlines, TWA has always been a leader with regard to Interline Traffic Agreements with commuter air carriers and presently has over one hundred such agreements in effect. Along with these agreements, TWA is committed to work closely with individual carriers to market each other's services jointly. Such functions as airport gate accommodations, reservation system displays, development of collateral material, and schedule coordination are examples of the close relationship TWA enjoys with many commuter airlines.

Travel Weekly
1 Park Avenue
New York, New York 10016
RAA Representative: Allan M. Van Wickler
212/503-3677

Travel Weekly, the national newspaper of the travel industry, publishes a special monthly section, "Selling Regional/Commuter Airlines," providing meaningful, up-to-date carrier information and news to the nation's retail travel agent community as well as travel industry suppliers.

Triplex Safety Glass, Co., Ltd.
P.O. Box 17414
Dulles International Airport
Washington, D.C. 20041-0414
RAA Representative: Allen E. Smith
703/435-9330

Manufacturers and suppliers of aircraft transparencies, predominantly cockpit windshields and windows, for aircraft including: B747, Airbus, DHC Dash 7, Shorts 330 & 360, Saab Fairchild SF340, Westland W30 helicopter. Direct spares suppport and technical liaison is provided to many regional airlines in the U.S.A.

Tronair, Inc.
South 1740 Eber Road
Holland, Ohio 43528
RAA Representative: Wayne A. Geraci
419/866-6301

Manufactures a broad line of ground support equipment including towbars, hydraulic jacks, hydraulic power units, engine stands and slings, tugs, compressor washing units, de-icing units, and electrical power units. Equipment is developed and approved with the aircraft factories and the commuter airlines. Will design and develop any ground support equipment for particular needs of the commuter market.

Turbo Power, Inc.
6321 N.W. 74th Avenue
Miami, Florida 33166
RAA Representative: Dennis E. Gray
305/592-3195

Turbo Power provides overhaul and repair services for the Allison T56/501 and P & W PT6A engines. A product support group provides preventative diagnostic and post delivery support on a worldwide basis. TPI also provides sale, lease and exchange programs and HSI services.

Turbines Inc.
Box 23, Route 31
Hulman Regional Airport
Terre Haute, Indiana 47803
RAA Representative: James M. Mills
812/877-2587

Turbines Inc. provides hot section inspections which include: turbine wheel blading and balancing; reclamation of heat zone components; welding of airframe components; and sheet metal repairs. Turbines Inc. also sells new and used serviceable engine and airframe parts.

United Aerodynamics Corporation
6995 N.W. 46th Street
Miami, Florida 33166
RAA Representative: Gus Martins
305/594-0400

United Aerodynamics Corporation is engaged in service and overhaul of aircraft hydraulic, electro-mechanical and electronic accessories, providing airline level of support. In addition to supporting all types of commuter aircraft, they are the Western Hemisphere Service Center and Warranty Station for C.A.S.A. and also a Hartman Service Center.

United Airlines, Inc.
P.O. Box 66100
Chicago, Illinois 60066
RAA Representative: Bruce Harris
312/952-7319

United is the largest U.S. airline carrying passengers, cargo and air mail.

United first recognized the importance of the commuter carriers and the air taxis in the '60's, and today continues to be very active with commuter/regional airlines.

United States Aircraft Insurance Group
1 Seaport Plaza
199 Water Street
New York, New York 10038
RAA Representative: Thomas Guterl
212/952-0100

A group of independent insurers which provides facilities for all forms of aviation insurance available, hull physical damage, aircraft liability, airport liability, aircraft products liability, hangar keepers liability and workers compensation. All USAIG operations are managed by U.S. Aviation Underwriters Inc. a separate corporation which has worldwide authority to accept or reject proposals, specify rates, bind risks, settle claims, and issue policies of insurance on behalf of the group.

USAir, Inc.
Washington National Airport
Washington, D.C. 20001
RAA Representative: Robert A. Jenkins
703/892-7050

USAir's Commuter Activities Department provides liaison with Allegheny Commuter Airlines under contract to USAir.

The eight Allegheny Commuter Airlines operate 62 aircraft on a route network that serves more than 50 cities in the USA. In 1984, Allegheny Commuters carried 2 million passengers.

Vac-Hyd Corporation
1177 Great Southwest Parkway
Grand Prairie, Texas 75050
RAA Representative: Earl Cole
214/641-6720 Telex: 794921

The Airfoil Division of Vac-Hyd Corporation, located in Grand Prairie, Texas (Dallas Area) is devoted to repair of turbine blades, vanes and nozzles. The Airfoil Division produces unique and standard repairs at low cost with a strong emphasis on low turn-around time, and a large rotable pool of parts to back up delivery promise dates. Repair capability exists on engines of all sizes and types. The main thrust of activity is on turbine components from Pratt and Whitney, JT3D, JT4, JT3D, PT6, JT15D, Garrett, TPE331, TFE731, Allison 250, Allison 501, Avco Lycoming T53 and Rolls Royce RB 211.

A wide range of repairs and modifications are available from the standard manufacturer overhaul manual and service bulletins, to highly specialized proprietary repairs developed by the Airfoil Division engineering staff and approved by OEM's or the FAA. Airfoil Division holds special approvals for PWA and ALPAK pack aluminizing and a variety of approvals to accomoplish proprietary repairs on P & W PT6, JT15D and Garrett TPE331 turbine nozzles.

Van Atta Associates, Inc.
P.O. Box 456
Destin, Florida 32541
RAA Representative: Colby Van Atta
800/874-0409-outside Florida
800/342-0498-within Florida

Van Atta Associates specializes in aviation and related insurance exposures by representing major domestic insurers. Serving commuters and commercial operators, Van Atta Associates have direct connection to Lloyds of London. Van Atta Associates was founded in 1970.

Van Dusen Turbine Products
Worcester International Airport
Worcester, MA 01602
RAA Representative: Arlo E. Clough
617/799-0312

Van Dusen Turbine Products located in Worcester, MA is a division of Van Dusen Air, Incorporated in Minneapolis, MN, and is approved for overhaul and repair of all models of the PT6 Series engine under repair station certificate #E19-85.

W. Haas Associates
3600 Wilshire Boulevard
Suite 420
Los Angeles, California 90010
RAA Representative: Wallace L. Haas, Jr.
213/413-4945

Consulting, Planning, Architecture and Engineering for the Air Transportation Industry.

Creative professionals offering a spectrum of services in airport planning, engineering and design, and in the planning and design of airport-related facilities.

WECO Inc. Aerospace Systems
P.O. Box 6547
4206 W. Burbank Blvd.
Burbank, California 91510
818/845-8711
Telex 69-8522

Sacramento Area:
P.O. Box 547
1020 Airport Road
Lincoln, California 95648
916/645-8961
RAA Representative: William H. Weygandt

Weco Inc. sells and services aircraft accessories. They are an FAA approved repair station with locations near Sacramento and Burbank. Weco represents Leland Electrosystems & J.E.T. Electronics as a Distributor; and is a Service Center for Leland, J.E.T., Lear Siegler Inc., Hartman Electronics Mfg., and General Electric.

FAA approved Repair Station No. 461-67.

Western Airlines
P.O. Box 92005
World Way Postal Center
Los Angeles, California 90009
RAA Representative: Tom Wilkinson
213/646-4330

Western Airlines is the nation's oldest, continuously operated airline, having started business in 1926. Today, Western operates a system coast to coast, including Alaska, Hawaii and Mexico. Western maintains two principal hub operations in Salt Lake City and Los Angeles.

Western deals with more than 100 regional-commuter airlines through its interline program. Recently Western has introduced Accu-Host, an automation system tailored to the extensive interline program current in effect.

Western also has gate and ticket counter accommodations as well as maintenance capabilities available at selected cities thorughout its system.

The Westlake Group
9800 Richmond Ave
Suite 465
Houston, Texas 77042
RAA Representative: Bart H. Lynn
800/231-6560

The Westlake Group is a marketing and management company providing all levels of services to companies within the transportation industry. Services include advertising, groups and convention sales, industry affairs, interline sales, market planning and analysis, sales promotion, scheduling, tour development and international sales.

Westland Inc.
1735 Jefferson Davis Highway
Suite 805
Arlington, Virginia 22202
RAA Representative: Robert J. Gladwell
703/486-8000

Helicopter & Hovercraft marketing and product support.

Wilkerson Company, Inc.
Aircraft Tire Division
P.O. Box 438
Crewe, Virginia 23930
RAA Representative: W. H. Wilkerson
804/645-9641

The Wilkerson Company offers complete retread service for all sizes of tires utilized by the entire commuter fleet. Wilkerson also supplies a full inventory of all brands of new tires.

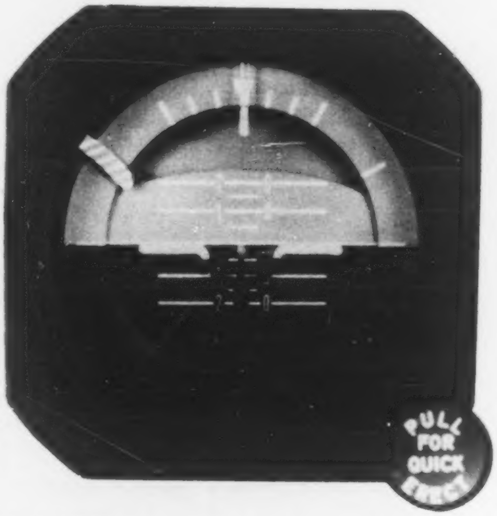
World Airways
Oakland International Airport
Oakland, California 94614
RAA Representative: Michael Meszaros
415/577-2373

Created over 30 years ago by Ed Daly, one of America's great entrepreneurs, World's concept is simple: superior airline service at lower fares. World's routes stretch from Hawaii to the west coast, on to the east coast, and then across the Atlantic to London and Frankfurt. From computerized reservations to easy access airports, World makes flying affordable for everyone.

ZEM-AIR Division of Walter E. Zemitzsch, Inc.
2705 Olive Building
St. Louis, Missouri 63103
RAA Representative: Betty Zemitzsch Whalen
314/371-3020

ZEM-AIR offers the airline industry a unique identification service through custom-designed and manufactured logos, arrival and departure boards, ticket counters, backdrops, signage, brochures, poster and brochure holders, exhibits, and custom career apparel. The company maintains its own design staff and factory in St. Louis for national and international distribution.

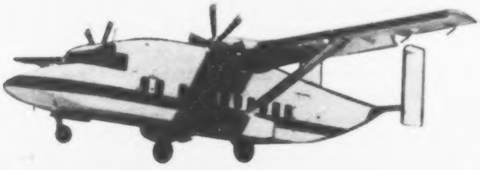
RIGHT ON TARGET FOR REGIONAL AIRLINE OPERATORS...

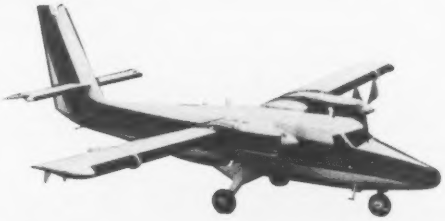


Model 510-8A 115VAC
Model 510-8D 28VDC

AIM Gyros are standard equipment on many of the regional airline aircraft such as Fairchild, Short Brothers, and DeHavilland. Our 510 series gyro is specifically designed to provide reliable operation and extended service life in the high duty cycle environments encountered by regional airline operators.

Call us for details on why AIM Gyros are right on target! AIM Gyros - always the best - now improved!





AVIATION INSTRUMENT MANUFACTURING CORP.

817 Dessau Rd., Austin, Texas 78753 512/251-2351 TELEX 767130

The CT7 offers you a spectrum of power, clear into the 1990s.

As regional airline growth continues to accelerate—with changing routes and new equipment—growth derivatives of General Electric's CT7 turboprop are evolving to meet these increased demands. By building into the CT7 advanced, service-proven turbine engine technology, GE is providing greater power and better specific fuel consumption (SFC). Both, without compromising the CT7's reputation for early maturity, high reliability, easy maintenance, and the lowest DOC in its class.

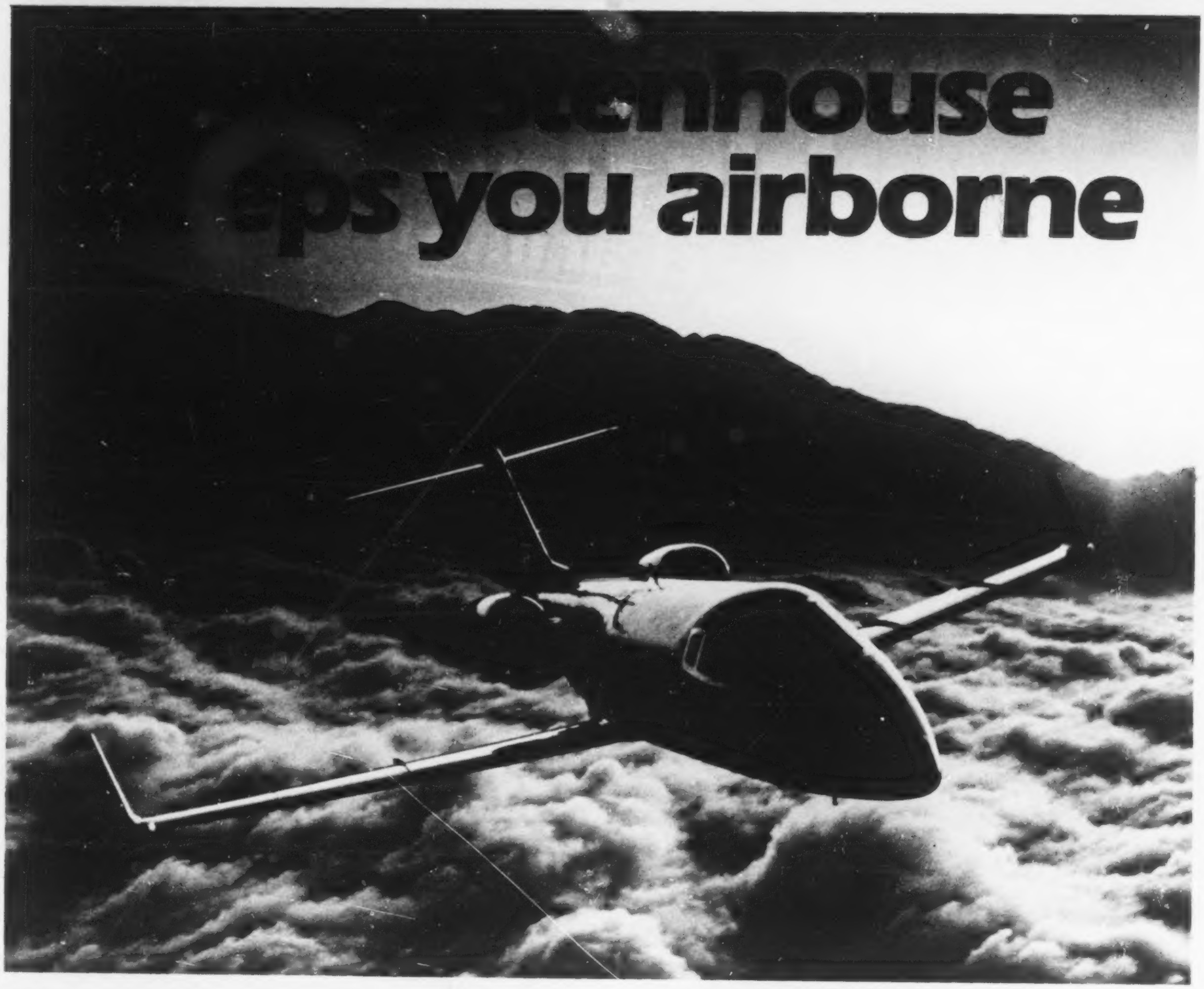
The next logical step in the CT7 turboprop growth program is now underway, with the CT7-9 scheduled for mid-1986. The CT7-9 will deliver up to 15% more climb/cruise shaft horsepower (SHP), while improving SFC up to 4%. Initial takeoff ratings of up to 1870 SHP can be provided with further growth to 2000 SHP. And it is physically and functionally interchangeable with existing CT7s. All this, and the CT7-9 adds only an extra 25 lbs.

Planned for the late 1980s is the CT7-11, with 2400 SHP at takeoff. This engine will also provide an additional 15% climb/cruise SHP and a better SFC, with only a small increase in weight. The CT7-11 will be fully compatible with existing SF340 and CN235 installations.

Growing to meet your growing needs, that's the CT7. For more information, call Dennis K. Williams at (617) 594-5329. Or write him at General Electric, 1000 Western Avenue, Lynn, MA 01910.

Bigger Advantages for Smaller Airlines.

GENERAL ELECTRIC



Whether you lift off from a helicopter pad, soar through the skies on commercial or commuter airlines or ferry your staff via corporate jet, turn to the Aviation brokers at Reed Stenhouse to meet your insurance requirements.

We are a team of professionals with access to insurance markets worldwide. Our expertise enables us to solve complicated insurance problems and provide you with complete service from take-off to touch-down.

We work with financial institutions and partnerships to protect complex leasing agreements and we've arranged innovative and extensive packages to cover manufacturers/suppliers and owners/lessors.

When you head for the skies, be sure you have down-to-earth coverage by Reed Stenhouse. You'll find us in over 180 offices in 33 countries throughout the world.

REED STENHOUSE

For more information, please contact:

Joseph M. Rosenthal, Sr. V.P.—Aviation

James J. Ryan, Sr. V.P.—Aviation

Charles E. Cederroth, V.P.—Aviation

Reed Stenhouse Inc. of New York
100 William Street
New York, New York 10038
Phone: (212) 806-6600
Telex: 961007

INFORMATION
880
MAINTENANCE
780
INVENTORY
825
SCHEDULING
870
INSPECTION
780
CUSTOMER MANAGEMENT
735
CREW MANAGEMENT
840
REVENUE ACCOUNTING
870
GEN ACCOUNTING
870
FLIGHT FOLLOWING
870
AIRLINE SOFTWARE INC

YOU WON'T SEE OUR CORPORATE COLORS ON ANY TAIL FIN!

What you will see is many commuter and trunk airlines running a profitable business using Airline Software Inc.'s resource management programs.

The Airline Resource Management System (ARMS®) provides close controls of every aspect of the commercial airline business. Controls without which effective management is not possible.

For specific information relating to any one of the systems identified above, just give us a call. Better yet, let us show you firsthand how both U.S. and non-U.S. based carriers have done it before you.

Airline Software Inc.

Northside Plaza, Route Forty-Five
Pomona, New York 10970
(914) 354-1933

© 1984 Airline Software Inc.

DH
8
C-GDNK
de HAVILLAND

FAA TYPE CERTIFICATE
A 13 NM

FAA approved to FAR 25 and FAR 36, the DASH 8 is now ready for your approval.

Here is what you have been waiting for

- wide-body, 39-passenger, fuel-efficient
- equipped with a full range of up-to-date avionics
- high performance short-field capabilities
- world-wide customer support service

Backed by de Havilland's global reputation for design, manufacture and support of modern aircraft – the DASH 8 will surpass your expectations.

DH
CANADA

For further information contact:
Vice-President Marketing and Sales
The de Havilland Aircraft of Canada, Limited
Downsview, Ontario, Canada
Telephone (416) 633-7310
Telex 06-218974 DHC MAS

de HAVILLAND
aircraft the world approves of

Services in North America

Essential Air Service
Passenger Service
All Cargo Service

Services in North America

Section 419 Compensation by Carrier and Community October 1, 1984

4/1/82	Simmons (I)	Manitowoc, WI	143,256	1
6/8/82	Cascade (I)	Moses Lake, WA	263,368	1
8/14/82	Sun West (I)	Gallup, NM, Winslow, AZ	417,719*	2
10/22/82	Air Kentucky (I)	Clarksville, TN	125,239	1
10/25/82	South Central	Seward, AK	27,037	1
10/26/82	Sunbelt	El Dorado/Camden, AR	233,277*	1
11/15/82	Metro (I)	Enid, Ponca City, Stillwater, OK	662,431	3
12/15/82	Mesaba (I)	Mason City, Fort Dodge, IA (MSP/OMA)	498,310*	2
12/15/82	Amer. Central (I)	Mason City, IA (ORD)	240,203*	—
1/12/83	Sky West	Cedar City, UT	334,537*	1
1/12/83	Sky West	Page, AZ	333,192	1
2/1/83	Pioneer (I)	Santa Fe, NM	386,696	1
2/15/83	Bar Harbor	Lewiston/Auburn, ME	276,203	1
3/4/83	Air Midwest (I)	Roswell, Carlsbad, Hobbs, NM	623,620*	3
3/15/83	Horizon (I)	North Bend, OR	386,986*	1
3/15/83	Horizon (I)	Salem, OR	215,899	1
3/24/83	Pioneer (I)	Sidney, Alliance, Chadron, NE	796,465	3
4/1/83	Clinton Aero (I)	Plattsburgh, Massena, Watertown, Saranac Lake, Ogdensburg, NY	1,178,465	5
4/1/83	Colgan	Hot Springs, VA	197,947	1
4/1/83	Direct Air	Kokomo, IN	264,891	1
4/20/83	Golden Pacific (I)	Kingman, Prescott, AZ	367,992*	2
4/24/83	Pioneer (I)	McCook, Kearney, Hastings, NE	1,108,163*	3
4/24/83	Simmons (I)	Sault Ste. Marie, MI	524,560	1
4/26/83	Precision (I)	Montpelier/Barre, VT	226,065	1
5/15/83	Amer. Central (I)	Manistee/Ludington, MI	233,433	1
6/1/83	AAA (I)	Columbus, Norfolk, NE, Yankton, SD	1,076,563*	3
7/1/83	Big Sky (I)	Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney, Wolf Point, MT, Williston, ND	2,012,278*	8
7/15/83	Air Kentucky (I)	Mt. Vernon, IL	261,195	1
7/18/83	Sea Airmotive	Kodiak Bush Community Cluster, AK	488,735	18
7/27/83	Crown (I)	Franklin/Oil City, PA	237,338	1
8/1/83	Air Midwest	Dodge City, Garden City, Goodland, Great Bend, Hays, Hutchinson, Parsons, KS, Lamar, CO	2,170,000*	8
8/1/83	Air Midwest (I)	Silver City, NM	264,368	1
8/1/83	ASA (I)	Athens, GA	398,683	1
8/1/83	Mesaba (I)	Brookings, Huron, Mitchell, SD	598,012	3
8/25/83	Desert Sun (I)	Blythe, CA	375,509	1
9/1/83	Peninsula	Atka, AK	201,001	1
9/1/83	Peninsula	St. George, AK	90,655	1
9/1/83	Prinair (I)	Ponce, PR	304,424	1
9/7/83	Airways of N.M. (I)	Alamongordo, NM	335,094*	1
9/7/83	Atlantis (I)	Moultrie, GA	478,899	1
9/25/83	Centennial (I)	Worland, WY	299,129	1

Source: CAB

Section 419 Compensation by Carrier and Community October 1, 1984 (continued)

10/1/83	Alaska	Cordova, Gustavus, Petersburg, Wrangell, Yakutat, AK	3,572,778*	5
10/1/83	Wings West	Visalia, CA	436,454*	1
10/25/83	Mesaba	Fairmont, Worthington, Mankato, MN	506,151	3
10/26/83	Royale	Natchez, MS	195,108	1
11/1/83	Atlantis	Waycross, GA	249,775	1
11/18/84	ASA	Gadsden, AL	232,986	1
12/1/83	Green Hills	Kirksville, MO	424,125	1
12/1/83	Mesaba	Devils Lake, Jamestown, ND	782,739	2
1/13/84	WestAir Commuter	Stockton, CA (SFO)	127,486	1
1/24/84	Chitina Air Serv.	Boswell Bay, Cape Yakataga, Chitina, Icy Bay, AK	112,986	4
1/24/84	Ellis Air Taxi	Chisana, Gulkana, May Creek, McCarthy, AK	56,333	4
3/1/84	Air Virginia	Rocky Mount, NC	131,820	1
3/24/84	WestAir Commuter	Crescent City, CA	276,517	1
3/24/84	WestAir Commuter	Santa Rosa, CA	207,003	1
4/1/84	Sky West	Ely, Elko, NV	821,177*	2
4/2/84	Wings West	Merced, CA	809,428*	1
4/10/84	Sunbird	Winston/Salem, NC	270,409	1
4/12/84	Aeromech	Elkins, WV	121,306*	1
4/29/84	Simmons	Jackson, MI	496,791	1
5/3/84	Rio	Temple, TX	221,746	1
5/19/84	Eagle Commuter	Brownwood, TX	358,297	1
5/29/84	Hub Air	Farewell, Flat, Takotna, Tatalina, AK	23,920[3]	4
5/31/84	American Central	Clinton, Ottumwa, IA	527,739	2
5/31/84	Tennessee Airways	London/Corbin, KY	291,243	1
6/1/84	Alpine	Moab, UT	86,989[4]	1
6/1/84	Flight Line	Greenwood, MS	350,318	1
6/1/84	Flight Line	University/Oxford, MS	322,210	1
6/1/84	Horizon	Pendleton, OR	380,452*	1
6/1/84	San Juan	Aberdeen/Hoquiam, WA	276,520	1
6/15/84	Horizon	Twin Falls, ID	158,705	1
8/1/84	Eagle Commuter	Paris, TX	213,502	1
8/1/84	Eagle Commuter	McAlester, OK	206,268	1
8/1/84	Scheduled Skyways	Harrison, AR	401,472	1
8/1/84	Scheduled Skyways	Jonesboro, AR	90,378	1
8/2/84	Horizon	Klamath Falls, OR	893,743*	1
8/6/84	Wheeler	Danville, VA	499,594	1
8/21/84	Bemidji Aviation	Thief River Falls, MN	330,364	1
9/5/84	PSA	Stockton, CA (LAX)	486,000	—
9/10/84	Wings West	Modesto, CA (LAX)	613,428	1

*Multi-hub markets.

[1] The final rates of compensation for some carriers have expired and are now interim rates pending the outcome of new rate agreements and/or carrier selection cases. In these instances, an "(I)" has been placed after the carrier's name.

[2] This is the maximum amount that can be paid to a carrier pursuant to the rate agreement in each case.

[3] Assumes no subcontract, otherwise the rate is $0.

[4] For the five-month period from June 1, 1984, through October 31, 1984, which is equal to $207,523 annually.

Summary of Essential Air Service by State

Alabama	5	4		1
Arizona	7	7		
Arkansas	7	6		1
California	21	14		7
Colorado	9	8		1
Connecticut	3	3		
Florida	5	0		5
Georgia	8	5		3
Hawaii	3	3		
Idaho	4	4		
Illinois	12	9		3
Indiana	6	6		
Iowa	7	6		1
Kansas	11	10		1
Kentucky	3	3		
Louisiana	3	3		
Maine	7	5		2
Maryland	2	2		
Massachusetts	5	5		
Michigan	17	14		4
Minnesota	9	5	1	3
Mississippi	10	6	3	1
Missouri	5	3		2
E. MT/W. ND	8	7		
Montana	1			
Nebraska	11			11
Nevada	2	2		
New Hampshire	4	4		
New Jersey	3	3		
New Mexico	9	9		1
New York	13	10		3
North Carolina	9	4	2	3
North Dakota	2	2		
Ohio	3			4
Oklahoma	5	4		
Oregon	6	5		1
Pennsylvania	11	9		1
Puerto Rico	2	2		
South Carolina	3	1	1	2
South Dakota	7	7		
Tennessee	2	2		
Texas	16	14	2	
Utah	3	3		
Vermont	2	2		
Virginia	7	3		3
Washington	7	7		
W. Virginia	7	7		
Wisconsin	10	6		5
Wyoming	8	7	1	

Essential Air Service Determinations

xxx/xxx: Service provided by Major or National/Service by Regional

Alabama 83-7-32	Anniston	Atlanta	82	2	80	4	144●
	Dothan	Atlanta	171	2	80	7/4	262/355
	Gadsden	Atlanta	98	2	39	3	54●
	Muscle Shoals/ Florence/Sheffield/ Tuscumbia	Atlanta and Memphis	198 136	2	80	1 4	36● 73●
	Tuscaloosa	Atlanta and Memphis	186 185	2	80	2 2	36● 36●
Arizona 84-4-66	Flagstaff	Phoenix	140	2	80	9	155●
	Grand Canyon	Las Vegas	169	2	80	18	400●
	Kingman	Phoenix or Las Vegas	181 193	2	16	4 3	32● 24●
	Page	Las Vegas or Phoenix	286 289	2	22	1 2	19● 38●
	Prescott	Phoenix	96	2	22	14	140●
84-8-10	Winslow	Phoenix	187	2	6	2	30●
	Yuma	Phoenix and Los Angeles	183 269	2	80	22 1	378● 19●
Arkansas 84-5-78	El Dorado/Camden	Dallas/Ft. Worth and Memphis	241 206	2	74	— —	— —
	Fayetteville	Dallas/Ft. Worth and Memphis or Kansas City	274 245 223	2	80	2 1 1	38● 19● 19●
	Fort Smith	Dallas/Ft. Worth and Memphis	232 249	2	80	7 2	258● 46●
	Harrison	St. Louis and Memphis or Kansas City	230 200 318	2 2 to one or 1 to both	60	1 3 —	19● 57● —
	Hot Springs	Dallas/Ft. Worth and Memphis	255 182	2	42	1 1	19● 19●
	Jonesboro	Memphis	66	2	50	3	57●
	Texarkana	Dallas/Ft. Worth and Memphis	183 254	2	80	12 —	274● —
California 84-11-16	Bakersfield	San Francisco and Los Angeles	228 108	2 2	80 80	2/2 14	38/244 368●
	Blythe	Los Angeles	201	2	12	2	16●
	Chico	San Francisco[1]	145	2	80	8	263●
	Crescent City	San Francisco[2]	294	2	11	2	14●
	El Centro	Los Angeles or San Diego	173 94	2	80	5	95●
	Eureka/Arcata	San Francisco	235	2	80	7/2	166/244
	Inyokern	Los Angeles	120	2	80	11	123●
	Lake Tahoe	San Francisco[3]	150	2	80	3/1	57/150

---

[1] Up to 25 percent of capacity may be provided through Sacramento

[2] Up to 25 percent of capacity may be provided through Portland

[3] Includes SFO and OAK

●Service is provided exclusively by commuter/regional air carriers.

[redacted]

California (continued)	Merced	San Francisco and Los Angeles	111 265	2	44	3 2	57● 38●
	Modesto	San Francisco and Los Angeles	82 292	2	80	3 3	68● 57●
	Orange County/ Santa Ana/Anaheim	Los Angeles	32	2	80	23	504●
	Oxnard/Ventura	Los Angeles	59	2	80	6	90●
	Palmdale/Lancaster	Los Angeles	55	2	32	5	75●
	Redding/ Red Bluff	San Francisco	190	2	80	6/2	81/244
	San Luis Obispo/ Paso Robles	Los Angeles and San Francisco	144 191	2	80	14 5	233● 91●
	Santa Barbara	San Francisco and Los Angeles	250 100	2	80	2/3 20	38/389 479●
	Santa Maria	San Francisco and Los Angeles	225 146	2	80	4 19	76● 345●
	Santa Rosa	San Francisco	56	2	32	2	38●
	Stockton	San Francisco and Los Angeles	67 315	2	80	4/1 2	98/122 215
	Visalia	Los Angeles and San Francisco	170 195	2	80	4 2	76● 38●
	Monterey/Salinas	San Francisco and Los Angeles	87 270	2	80	13/4 2/3	265/520 38/398
Colorado 84-6-19	Alamosa	Denver	169	2	64	5	126●
	Aspen	Denver	113	2	80	28	1,512●
	Cortez	Denver	265	2	58	4	114●
	Durango	Denver and Albuquerque or Farmington or another city	188 152 39 —	2	80	10 4/1 5 —	365● 76/122 220● —
	Gunnison	Denver	139	2	80 (first quarter) 72 (second, third, and fourth quarters)	7	158●
	Lamar	Denver	166	2	18	2	38●
	Montrose/Delta	Denver	184	2	80	5	145●
	Pueblo	Denver	104	2	80	8	183●
	Steamboat Springs/ Hayden/ Craig	Denver	113	2	80	11	550●
Connecticut 83-7-20	Bridgeport	Boston	137	2	52	7	113●
	New Haven	Boston and New York	125 65	2	80	2 21	38● 567●
	New London/ Groton	New York	102	2	80	3	57●
	Stamford	Eligible for essential air service, but no airport facilities					

Essential Air Service Determinations

[redacted]

Florida 83-9-45	Eglin A.F.B.[4]	Atlanta and New Orleans	250 185	2	80	6/4 4/1	238/370 60/100
	Gainesville	Atlanta and either Orlando Tampa or Miami	300 90 115 295	2	80	4 — 5 4/1 31	488 — 50● 62/99 510
	Key West	Miami	126	2	80		
	Lakeland	Eligible for essential air service, but served through Tampa					
	Panama City	Atlanta and Orlando, or Tampa	247 288 235	2	80	11/2 8 11	204/170 92● 113●
	Melbourne	Atlanta and Orlando, Tampa or Miami	443 55 115 160	2	80	8 3/1 4 4	930 24/149 42● 32●
Georgia 84-2-40	Albany	Atlanta	146	2	80	12	382●
	Athens	Atlanta	67	2	80	4	102●
	Augusta	Atlanta	143	2	80	10/7	224/710
	Brunswick/ St. Simons Island	Atlanta	247	2	80	4	90●
	Columbus	Atlanta	83	2	80	5/4	176/412
	Macon	Atlanta	79	2	80	8/2	244/176
	Moultrie/ Thomasville	Atlanta	186	2	36	3	27●
	Valdosta	Atlanta	208	2	80	4	154●
84-10-116	Waycross	No longer eligible for essential air service					
Hawaii 83-12-10	Hana	Honolulu and Kahului	128 28	2	52	3 4	24● 32●
	Kamuela	Honolulu and Kahului	141 75	2	28	1 2	19● 16●
	Lanai	Honolulu and[5] Kahului[5]	73 34	2	80	8 4	72● 32●
Idaho 84-3-115	Lewiston, ID/ Clarkston, WA	Boise and Seattle	198 262	2	80	8 1	152● 19●
84-5-50	Pocatello	Boise and Salt Lake City	189 150	2	80	5 6	95● 114●
	Sun Valley/ Hailey/Ketchum	Boise and[6] Salt Lake City	96 223			4 5	153● 157●
84-6-32	Twin Falls	Boise and Salt Lake City	116 175	2	80	2 6	38● 114●

[4] Served through Ft. Walton Beach, FL

[5] HA provides DH7 service fewer than 3 days per week

[6] 8 roundtrips per week with service at least four days per week
560 seats outbound inbound during summer and winter peak season
280 seats outbound inbound during off-peak season

● Service is provided exclusively by commuter/regional air carriers.

[redacted]

Illinois 81-10-6	Bloomington	Chicago and St. Louis	114 142	2	80	6 1	207● 19●
80-2-124	Champaign/Urbana	Chicago and St. Louis	130 143	2	80	11 6/2	482● 110/205
	Danville	Chicago	116	2	80	4	60●
	Decatur	Chicago and St. Louis	152 110	2	80	2 6	100● 98●
	Galesburg	Chicago	153	2	52	6	90●
	Marion/Herrin	St. Louis	100	2	80	7	218●
	Mattoon/Charleston	Chicago or St. Louis	168 123	2	46	4 2	60● 38●
83-7-109	Mount Vernon	St. Louis or Chicago	87 217	2	50	3 —	45● —
80-2-124	Quincy, IL/ Hannibal, MO	Chicago and St. Louis	224 94	2	80	2 6	38● 98●
84-8-20	Rockford	Chicago or an unspecified hub to the east and west	72 —	2	80	1 3	122 (DEN) 54● (DTW)
81-10-6	Springfield	Chicago and St. Louis	173 84	2	80	19 7/2	320● 129/205
83-5-184	Sterling/ Rock Falls	Chicago	100	2	29	4	60●
Indiana 83-6-3	Bloomington	Chicago and Indianapolis	198 44	2	80	2 4	30● 130●
	Elkhart	Chicago	92	2	80	5	250●
	Kokomo Logansport/Peru	Chicago	139	2	12	3	24●
	Lafayette	Chicago	110	2	80	7	195●
	Muncie/Anderson/ New Castle	Chicago	167	2	66	3	57●
	Terre Haute	Chicago and Indianapolis	169 58	2	80	3 3	57● 49●
Iowa 84-5-74	Burlington	Chicago and St. Louis	191 146	2	80	1 4	19● 72●
	Clinton	Chicago	125	2	22	4	62●
	Dubuque	Chicago and either Omaha, Minneapolis, or Des Moines	156	2	80	6 — 1 2	126● — 18● 36●
	Fort Dodge	Des Moines or Chicago or Omaha or Minneapolis	75 333 123 168	2	62	1 — 2 3	15● — 15● 45●
	Mason City	Chicago[7]	298	2	80	3	54●
	Ottumwa	Chicago or Des Moines and Moline	249 69 104	2	32	3 2 —	44● 36● —

---

[7] C.A.B. will allow up to 25 percent of Mason City's capacity to be provided to either Minneapolis, Des Moines, or Omaha provided that at least two roundtrips are operated in the Chicago market.

Essential Air Service Determinations

Iowa (continued)	Waterloo	Chicago and Denver or Minneapolis or St. Louis	242 678 167 284	2	80	9 2 1 3	198● 88● 18● 345
Kansas 84-8-84	Dodge City	Denver and Wichita or Kansas City	299 139 303	2	40	1 2 —	19● 38● —
	Garden City	Denver and Wichita or Kansas City	257 182 338	2	56	3 3 —	57● 57● —
	Goodland	Denver	172	2	19	2	38●
	Great Bend	Wichita or Kansas City	92	2	32	2 2	38● 38●
	Hays	Denver and Wichita or Kansas City	307 130 246	2	62	1 — 2	19● — 38●
	Hutchinson	Wichita	37	2	14	3	57●
	Independence/ Coffeyville/Parsons	Kansas City	137	2	22	2	38●
	Liberal/Guymon	Denver	284	2	58	2	38●
	Manhattan/ Junction City/ Fort Riley	Kansas City	108	2	80	18	265●
	Salina	Kansas City	165	2	58	7	111●
	Topeka	Kansas City	55	2	80	13/3	132/180
Kentucky 84-3-71	London/Corbin	Lexington and Knoxville[8]	72 88	2 1	16 8	1 2	8● 16●
	Owensboro	Louisville	84	2	56	6	90●
	Paducah	Louisville and St. Louis	183 145	2	80	2 7	45● 129●
Louisiana 84-2-5	Alexandria	Dallas and New Orleans	296 160	2	80	3 5	96● 118●
	Lafayette	Houston and New Orleans	215 151	2	80	3 12	320 216●
	Lake Charles	Houston and New Orleans	141 218	2	80	18 6	331● 114●
Maine 84-7-76	Augusta/ Waterville	Boston	156	2	80	4	68●
	Bangor	Boston	201	2	80	5/4	120/592
	Bar Harbor	Boston	196	2 2	80 6/1-9/30 24 10/1-5/31	3	57●
	Lewiston/Auburn	Boston	122	2	18	2	30●
	Portland	Boston	95	2	80	14/4	344/592
	Presque Isle/ Houlton	Boston	332	2	80	4	151●

[8] Service to Knoxville is not guaranteed on weekends

● Service is provided exclusively by commuter/regional air carriers.

[redacted]

(continued)	Rockland	Boston	151	2	78 6/1–9/30 26 10/1–5/31	3	57●
Maryland 83-6-70	Hagerstown, MD/ Martinsburg, WV	Baltimore or Washington, DC	62 68	2	80	9 1	135● 15●
	Salisbury	Baltimore or Washington, DC	85 102	2 2	80 80	12 2	325● 60●
Massachusetts 84-5-86	Hyannis	Boston and New York	61 203	2	80	30 6	576● 108●
	Martha's Vineyard	Peak: Boston and New York; Off peak: Boston[9] or New York	70 180 70 180	2 2	80 80	— — 3 3	— — 24● 44●
	Nantucket	Boston and Hyannis	91 30	2	80	5 41	40● 664●
	New Bedford	New York and Nantucket	169 55	2	80	3 3	54● 44●
	Worcester	New York	153	2	80	6	152●
Michigan 84-11-17	Alpena	Detroit	192	2	26	3	54●
84-12-6	Battle Creek	Chicago	138	2	80	5	250●
84-11-17	Benton Harbor/ St. Joseph	Chicago	71	2	80	3	108●
	Escanaba	Chicago or Green Bay or Milwaukee	268 99 195	2	80	4 — 4	192● — 192●
	Flint	Detroit and Chicago	55 223	2	80	16 4	412● 136●
	Hancock/ Houghton	Chicago or Milwaukee or Green Bay	370 239 186	2	80	— — —	— — —
	Iron Mountain/ Kingsford	Chicago or Green Bay or Milwaukee	273 90 198	2	80	— — 4	— — 192●
	Ironwood, MI/ Ashland, WI	Chicago or Green Bay or Milwaukee or Minneapolis	272 92 198 257	2	34	2 — — —	72● — — —
	Jackson	Chicago	171	2	9	2	36●
	Kalamazoo	Chicago and Detroit	116 122	2	80	10/3 3/6	622/315 84/563
	Manistee/ Ludington	Chicago	182	1	6	1	8●
	Marinette/ Menominee	Chicago or Green Bay or Milwaukee	224 47 151	2	34	2 — —	72● — —
	Marquette	Chicago or Milwaukee or Green Bay	320 240 145	2	80	— 4 —	— 192● —

---

[9] Peak season is the period between Memorial Day and Labor Day

● Service is provided exclusively by commuter/regional air carriers.

Michigan (continued)	Muskegon	Chicago and Detroit	118 167	2	80	15 2	524● 36●
	Pellston	Chicago and Detroit	295 239	2	80	2 2	120● 54●
	Sault Ste. Marie	Detroit	286	2	54 until 4/24/85 30 after 4/24/85	3	54●
	Traverse City	Chicago and Detroit	226 207	2	80	10 1/4	306● 18/176
Minnesota 84-9-43	Bemidji	Minneapolis	190	2	80	5	45●
	Brainerd	Minneapolis	135	2	80 April–Sept. 62 Oct.–March	3/2	115/88
	Chisholm/ Hibbing	Minneapolis	165	2	80	2/3	30/132
	Duluth/ Superior	Minneapolis and Chicago	150 400	2	80	5 3	579 360
	Fairmont	Minneapolis	140	2	14	2	30●
	International Falls	Minneapolis	260	2 2	80 April–Sept. 54 Oct.–March	2	88
	Mankato	Minneapolis	70	2	10	2	30●
	Thief River Falls	Minneapolis	310	2	56	5	45●
	Winona	Served through La Crosse, WI					
	Worthington	Minneapolis	170	2	6	2	30●
Mississippi 83-12-27	Columbus	Atlanta and Memphis	241 136	2	80	4/3 3/4	72/255 54/355
	Greenville	Memphis	122	2	80	2	170
84-5-111	Greenwood	Memphis	107	2	18	2	28●
83-12-27	Gulfport/ Biloxi	Atlanta and New Orleans	352 70	2	80	3 —	270 —
	Jackson/ Vicksburg	Atlanta and Dallas/Ft. Worth	341 409	2	80	8 5	988 656
	Laurel/ Hattiesburg	Atlanta and Memphis or Atlanta and New Orleans or Memphis and New Orleans	323/250 323/115 250/115	2	80	2 3 —	100●(ATL) 55●(MEM) — (MSY)
84-11-59	Meridian	Atlanta and Memphis	267/200	2	80	3 4	150● 72●
83-12-27	Natchez	New Orleans	123	2	10	1	18●
	Tupelo	Atlanta and Memphis	253 88	2	80	— 3	— 81●
84-5-111	University/ Oxford	Jackson	146	2	12	2	16●

Essential Air Service Determinations

[redacted]

Missouri 84-3-98	Cape Girardeau/ Sikeston	St. Louis	114	2	62	5	75●
	Columbia/ Jefferson City	St. Louis and[10] Kansas City[10]	195 152	2	80	16/2 2/1	293/230 38/115
	Ft. Leonard Wood	St. Louis	119	2	28	4	76●
	Kirksville	St. Louis	149	2	16	2	16●
	Springfield	St. Louis and Kansas City	195 152	2	80	6/4 7	114/460 173●
Eastern Montana and Western North Dakota 84-1-96	Glasgow	Billings	189	2	10	2	27●
	Glendive	Billings	201	2	6	2	16●
	Havre	Great Falls	107	2	6	—	—
	Lewiston	Billings	92	2	2	2	16●
	Miles City	Billings	135	2	4	2	16●
	Sidney	Billings	245	2	14	2	38●
	Williston, ND	Bismarck and Billings	166 284	2	70	2 2	38● 38●
	Wolf Point	Billings	212	2	8	2	27●
Montana 84-1-96	West Yellowstone	Denver or Salt Lake City	480 280	2 June-Labor Day 1 Labor Day-June	80 40	—	—
Nebraska 84-11-94	Alliance	Denver	210	2	21	6	72●
	Chadron	Denver	240	2	19	6	72●
	Columbus	Omaha	95	2	6	2	36●
	Grand Island	Denver and Omaha	357 128	2	80	1 4	44● 126●
	Hastings	Omaha	170	2	10	3	57●
	Kearney	Denver or Omaha	318 190	2	30	2 1	38● 19●
	McCook	Denver	254	2	12	2	38●
	Norfolk	Omaha	93	2	18	2	36●
	North Platte	Omaha and Denver	251 240	2	80	1 1	44● 44●
	Scottsbluff	Denver and Lincoln or Omaha	160 363 401	2	80	9 1 —	283● 44● —
	Sidney	Denver	160	2	14	6	72●
Nevada 84-2-113	Elko	Reno and[11] Salt Lake City	230 200	2	66	3 2	57● 38●
	Ely	Reno and[11] Salt Lake City	264 184	1	18	2 1	38● 19●

---

[10] Figures represent service to both Columbia and Jefferson City

[11] or Reno or Salt Lake City: 2 daily roundtrips

● Service is provided exclusively by commuter/regional air carriers.

New Hampshire 84-10-8	Keene	Boston and New York	86 275	2	50	4 3	60● 45●
	Laconia	Boston or New York	86 230	2	20 (first, second and fourth quarters) 48 (third quarter)	5 —	40● —
	Lebanon/ White River Jct.	Boston and New York	130 240	2	80	15 4	300● 75●
	Manchester/ Concord	New York and Boston	220 60	2	80	11 14	235● 140●
New Jersey 84-5-83	Atlantic City	Philadelphia	60	2	80	9	171●
	Cape May	Philadelphia	73	2	38 6/1-9/15 20 9/16-5/31	3	57●
	Trenton	Philadelphia	30	2	80	6	145●
New Mexico 84-10-10	Alamogordo/ Holloman A.F.B.	Albuquerque or El Paso	160 76	2	54	3 5	24● 40●
	Carlsbad	Albuquerque	230	2	54	4	64●
	Clovis	Albuquerque	194	2	32	2	38●
	Farmington	Albuquerque and Denver	148 277	2	80	13 6	219● 264●
84-8-10	Gallup	Albuquerque	127	2	34	3	45●
84-9-48	Hobbs	Albuquerque	253	2	50	4	60●
	Roswell	Albuquerque and Midland/Odessa or Lubbock	163 170 158	2	80	11 2 —	189● 30● —
84-10-10	Santa Fe	Albuquerque or Denver	49 294	2	34	— 3	— 57●
84-7-32	Silver City/ Hurley/ Deming	Albuquerque	185	2	16	2	38●
New York 84-3-68	Binghamton/ Endicott/ Johnson City	New York and Pittsburgh	145 247	2	80	13 3	391● 305
	Elmira/ Corning	New York and Pittsburgh	182 208	2	80	1 3	19● 305
	Islip	Any hub	—	2	80	9	366●(BOS)
	Ithaca/ Cortland	New York and Pittsburgh	178 236	2	80	1/2 3	85/152 305
	Jamestown	Pittsburgh and Buffalo	127 61	2	80	6 3	102● 45●
84-4-42	Massena	Syracuse	141	2	28	3	57●
84-3-68	Ogdensburg	Syracuse	113	2	26	3	57●
	Plattsburgh	Albany	135	2	58	4	76●
84-3-68	Poughkeepsie	New York	59	2	80	6	180●

[redacted]

84-4-42	Saranac Lake/ Lake Placid	Albany	115	2	20	2	38●
84-3-68	Utica/Rome	New York	183	2	80	2	104●
84-4-42	Watertown	Syracuse	61	2	32	2	38●
84-3-68	White Plains	Any hub	—	2	80	11	330●(BOS)
North Carolina 83-11-20	Asheville	Atlanta and Charlotte	164 92	2	80	3/2 6/4	136/130 90/500
	Fayetteville	Atlanta or Charlotte and Raleigh/Durham, Norfolk, Richmond, or Washington, D.C.	330/141 65/285	2	80	3(ATL) 4(CLT) 1 2(ORF)-(RIC) —	242(ATL) 514(CLT) 112 257(ORF)-(RIC) —
	Hickory	Charlotte	68	2	80	12	234●
	Jacksonville/ Camp Lejeune	Raleigh/Durham, Norfolk, Richmond, or Washington, DC and Atlanta, or Charlotte	115 160 195 281 407 195	2	80	— — — 1 — 3	— — — 112 — 336
	Kinston/ Goldsboro/ Greenville	Raleigh/Durham, Norfolk, Richmond, or Washington, DC and Atlanta, or Charlotte	75 135 160 247 406 185	2	80	4 — 1 1 — 2/2	39● — 145 65 — 30/224
83-11-20	New Bern/ Morehead City/ Beaufort	Raleigh/Durham or Charlotte	115 248	2	78	5 —	95● —
83-10-117	Rocky Mount Wilson	Raleigh/Durham or Charlotte	55	2	16	2 —	38● —
80-3-99	Wilmington	Atlanta and Raleigh/Durham, Norfolk, Richmond, or Washington, DC	377 123 205 235 321	2	80	2 2 1 — 2	177 16● 112 — 130
83-10-111	Winston-Salem	Charlotte	294	2	80	4	60●
North Dakota 83-11-21	Devils Lake	Bismarck or Minneapolis/St. Paul	126 322	2	22	— 2	— 30●
	Jamestown	Minneapolis/St. Paul	301	2	30	2	30●
Ohio 83-11-19	Akron-Canton	Chicago and Pittsburgh	344 70	2	80	5 10	610 300●
	Mansfield	Cleveland	59	2	56		
	Youngstown	Chicago and Pittsburgh	370 57	2	90	5 9	610 258●
Oklahoma 84-4-47	Enid	Oklahoma City or Wichita or Tulsa	69 90 107	2	10	2 — —	38● — —
	Lawton/ Ft. Sill	Dallas	140	2	80	11	380●

● Service is provided exclusively by commuter/regional air carriers.

[redacted]

Oklahoma (continued)	McAlester	Oklahoma City or Tulsa	109 91	2	6	— —	— —
	Ponca City	Oklahoma City or Wichita or Tulsa	96 66 77	2	4	2 — —	38● — —
	Stillwater	Oklahoma City or Tulsa	60 67	2	4	2 —	38● —
Oregon 84-4-67	Bend/ Redmond	Portland and either Eugene, Medford, or San Francisco	116 90 156 464	2	80	6 — — 1	145● — — 50●
	Klamath Falls	Portland and San Francisco	240 307	2	80	1 2	19● 100●
	Medford	Portland and San Francisco	222 320	2	80	9 3	326● 412
84-7-38	North Bend/ Coos Bay	Portland	170	2	60	4	76●
84-4-67	Pendleton	Portland and either Boise or Salt Lake City[12]	182 196 485	2	80	3 2 —	88● 69● —
84-7-38	Salem	Portland or San Francisco or Eugene	51 495 74	2	10	2 — —	38● — —
Pennsylvania 83-3-15	Altoona	Pittsburgh	83	2	80	5	95●
	Bellefonte/ State College/Clearfield Phillipsburg	Pittsburgh[13]	120	2	80	7	199●
	Bradford	Pittsburgh	127	2	80	5	75●
	DuBois	Pittsburgh	79	2	80	7	133●
	Erie	Pittsburgh	113	2	80	7/5	133/582
84-11-107	Hazleton	New York or Philadelphia		2	10	— —	— —
83-3-15	Johnstown	Pittsburgh	55	2	80	5	95●
	Lancaster	Philadelphia	58	2	80	7	210●
	Oil City/ Franklin	Pittsburgh	70	2	52	4	76●
	Reading	Philadelphia	47	2	60	8	240●
	Williamsport	Pittsburgh and Philadelphia	163 135	2	80	4 3	132● 99●
Puerto Rico							
84-2-76	Mayaguez	San Juan	108	2	80	21	505●
84-10-15	Ponce	San Juan	47	2	50	2	56●
South Carolina 83-5-146	Florence	Atlanta and Charlotte	273 100	2	80	7 11	100● 149●
	Greenville/ Spartanburg	Atlanta and Charlotte	150 80	2 2	80 80	6/7 1/7	192/801 30/809

---

[12] One daily roundtrip with jet aircraft or two each day with non-jet aircraft to SLC

[13] Order 81-9-93 redefines essential service at State College and Phillipsburg as service that can be provided at a single airport serving the needs of both areas

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
South Carolina	Myrtle Beach	Atlanta and Charlotte	323 158	2	80	2 4	244 448
South Dakota 84-3-85	Aberdeen	Minneapolis	261	2	80	2	88●
	Brookings	Sioux Falls or Minneapolis	50 182	2	10	— 3	— 45●
	Huron	Sioux Falls or Minneapolis	93 249	2	20	— 2	— 30●
	Mitchell	Sioux Falls or Minneapolis	66 251	2	14	— 3	— 60●
	Pierre	Denver and Sioux Falls or Minneapolis and Rapid City or Denver and Minneapolis	397 185 350 354	2	80	— 2 2 2 — 2	— 65● 65● 65● — 65●
	Watertown	Minneapolis	197	2	62	2 —	88● —
84-5-103	Yankton	Omaha or Sioux Falls	135 56	2	14	2 2	36● 36●
Tennessee 84-7-23	Clarksville, TN/ Ft. Campbell/ Hopkinsville, KY	Nashville	55	2	12	2	30●
	Jackson	Memphis	71	2	72	3	57●
Texas 84-5-77	Abilene	Dallas	182	2	80	10	300●
	Beaumont/ Pt. Arthur	Houston	78	2	80	27	502●
	Brownsville	Houston	298	2	80	3	270●
	Brownwood	Dallas	136	2	6	4	46●
	College Station/ Bryan	Dallas and Houston	160 88	2	80	8 6	179● 108●
	Harlingen/ San Benito	Houston	295	2	80	8	1,512
	Laredo	San Antonio	148	2	80	4	76●
	Longview/ Kilgore/ Gladewater	Dallas	115	2	80	11	209●
	McAllen/ Mission/ Edinburg	Houston	300	2	80	5	575
	Paris	Dallas	105	2	16	2	16●
	San Angelo	Dallas	250	2	80	9	275●
	Temple	Dallas	122	2	66	5	91●
	Tyler	Dallas	78	2	80	11	209●
	Victoria	Houston	123	2	80	6	95●
	Waco	Dallas	89	2	80	14	349●
	Wichita Falls	Dallas	113	2	80	12	406●

---

[14] In the Vernal Grand Junction Denver market at least one roundtrip per day must be provided to Denver the second roundtrip may be provided to either Denver or Grand Junction

[15] Represents DCA IAD and BWI airports

● Service is provided exclusively by commuter/regional air carriers.

Utah 83-5-147	Cedar City	Salt Lake City and Las Vegas	221 160	2	36	5 4	84● 76●
84-12-70	Moab	Salt Lake City	235	2	8	2	16●
	Vernal	Salt Lake City and Denver or Grand Junction[14]	131 250 110	2	54	3 — —	57● — —
Vermont 84-10-138	Montpelier/ Barre	Boston	149	2	18	2	30●
84-2-89	Rutland	Boston or New York	127 200	2	46	4 3	60● 45●
Virginia 84-10-138	Charlottesville	Washington, DC and Charlotte	86 244	2	80	5 1/2	95● 19/130
84-8-9	Danville[16]	Charlotte and Washington, DC	130 201	3 2	30	2 1	60● 15●
84-10-138	Hot Springs	Washington, DC	158	2	22	—	—
	Lynchburg	Washington, DC and Charlotte	152 175	2	80	9 2/1	152● 38/114
	Newport News/ Hampton/ Williamsburg/ Yorktown	Washington, DC	127	2	80	5	139●
	Roanoke	Washington, DC and Atlanta or Charlotte	187 357 155	2	80	5/1 2 5	188/114 130 572
	Staunton	Washington, DC	103	2	70	6	60●
Washington 84-5-48	Ephrata/ Moses Lake	Seattle	142	2	10	2	67●
84-12-4	Olympia	Spokane	187	2	38	2	38●
84-5-48	Pasco/ Kenwick/ Richland	Seattle and Portland	175 174	2	80	14 9	735● 171●
	Pullman/ Moscow	Seattle and Spokane or Boise	250 64 224	2	80	4 4 4	76● 105● 95●
	Walla Walla	Seattle	215	2	80	5	236●
	Wenatchee	Seattle	98	2	72	6	114●
	Yakima	Seattle and Portland	105 200	2 2	80 80	13 7	516● 133●
West Virginia 84-11-62	Beckley	Roanoke or Greensboro and Cincinnati or Pittsburgh	70 134 211 224	2	68	— — — 3	— — — 45●
	Clarksburg/ Fairmont	Pittsburgh and Washington, DC	83 163	2	80	7 3	144● 45●
	Elkins	Pittsburgh and Washington, DC	113 141	1	32	1 2	15● 30●

---

[16] Order 84-10-31 approved the currently in effect use-it-or-lose-it test of essential air service at Danville

	Greenbrier/ Lewisburg	Washington, DC or Atlanta and Roanoke	185 369 44	2	80	2 — 1	100● — 50●
	Morgantown	Pittsburgh and Washington, DC	61 160	2	80	8 3	163● 45●
	Parkersburg	Pittsburgh	102	2	80	9	270●
	Princeton/ Bluefield	Pittsburgh and Roanoke or Greensboro	227 68 109	2	52	4 — —	60● — —
Wisconsin 84-7-77	Appleton	Chicago and Minneapolis	160 232	2	80	3 1	350● 50●
	Beloit/ Janesville	Chicago	63	2	12	2	26●
	Eau Claire	Chicago and Minneapolis	269 85	2	80	1 3	19● 264
	Green Bay/ Clintonville	Chicago and Minneapolis	181 248	2	80	5/5 2	257/550 245
	LaCrosse, WI/ Winona, MN	Chicago and Minneapolis	225 117	2	80	4/1 3/1	169/90 57/44
	Manitowoc	Chicago	156	2	29	2	36●
	Oshkosh	Chicago	151	2	80	6	204●
	Rhinelander/ Land O'Lakes	Chicago	273	2	80	4	141●
	Wausau/ Stevens Point	Chicago and Minneapolis	219 174	2	80	4 1/3	169● 19/203
	Wisconsin Rapids	Chicago		2	14	3	54●
Wyoming 83-10-39	Cheyenne	Denver	96	2	80	11	321●
84-4-110	Jackson	Denver and[17] Salt Lake City	395 200	2	80	3/2 2	57/244 206
83-10-39	Laramie	Denver	120	2	80	3	82●
	Lovell/Powell/ Cody	Denver	395	2	76	2	88●
	Riverton/ Lander	Denver	293	2	80	5	145●
	Rock Springs	Denver and Salt Lake City	262 155	2	80	3 1	132● 19●
	Sheridan	Denver	362	2	80	3	132●
	Worland	Denver	337	2	36	2	30●

[17] Two daily roundtrips are to be offered to each hub during peak season (June–September) and one weekday roundtrip is to be offered to each hub during off-peak (October–May)

Note The number of seats constituting available service have been calculated on a standardized basis for each aircraft type individual carrier configurations may vary due to
1 CAB individual essential air service determinations
2 Official Airline guide North American Edition January 1, 1985

Passenger Service

	Airports Receiving Scheduled Service by Category of Service								
	Airports Exclusively Served by				Airports Served by More Than One Category of Service		Total Airports Receiving Scheduled Service	Total Airports Receiving Regional/ Commuter Service	Total Airports Receiving Service by Major, National, and Other Carriers
State	Regionals/ Commuters	Majors	Nationals	Others	☆	★			
Alabama	5	0	0	0	0	4	9	9	4
Arizona	14	0	0	0	0	2	16	16	2
Arkansas	7	0	0	0	0	1	8	8	1
California	22	0	0	0	0	19	41	41	19
Colorado	7	0	0	0	0	6	13	13	6
Connecticut	3	0	0	0	0	1	4	4	1
Delaware	1	0	0	0	0	1	2	2	1
District of Columbia	0	0	0	0	0	2	2	2	2
Florida	14	0	0	0	0	14	28	28	14
Georgia	5	0	0	0	0	5	10	10	5
Idaho	5	0	0	0	0	2	7	7	2
Illinois	11	0	0	0	0	7	18	18	7
Indiana	10	0	0	0	0	4	14	14	4
Iowa	7	0	0	0	0	4	11	11	4
Kansas	11	0	0	0	0	2	13	13	2
Kentucky	4	0	0	0	0	2	6	6	2
Louisiana	2	0	0	0	0	5	7	7	5
Maine	8	0	0	0	0	2	10	10	2
Maryland	3	0	0	0	0	1	4	4	1
Massachusetts	7	0	0	0	0	1	8	8	1
Michigan	15	0	0	0	0	8	23	23	8
Minnesota	6	2	0	0	0	5	13	11	7
Mississippi	7	2	0	0	0	1	10	8	3
Missouri	10	0	0	0	0	5	15	15	5
Montana	7	0	0	0	3	4	14	11	7
Nebraska	11	0	0	0	0	2	13	13	2
Nevada	4	0	0	0	0	2	6	6	2
New Hampshire	3	0	0	0	0	1	4	4	1
New Jersey	4	0	0	0	0	2	6	6	2
New Mexico	11	0	0	0	0	1	12	12	1
New York	19	0	0	0	0	11	30	30	11
North Carolina	6	0	2	0	0	6	14	12	8
North Dakota	3	0	0	0	1	3	7	6	4
Ohio	4	0	0	0	0	7	11	11	7
Oklahoma	6	0	0	0	0	2	8	8	2
Oregon	6	0	0	0	0	3	9	9	3
Pennsylvania	11	0	0	0	0	6	17	17	6
Rhode Island	2	0	0	0	0	1	3	3	1
South Carolina	7	0	0	0	0	4	11	11	4
South Dakota	5	1	0	0	0	3	9	8	4
Tennessee	2	0	0	0	0	5	7	7	5
Texas	26	1	0	1	1	11	40	37	14
Utah	7	0	0	0	0	1	8	8	1
Vermont	4	0	0	0	0	1	5	5	1
Virginia	5	0	0	0	0	5	10	10	5
Washington	17	0	0	0	0	3	20	20	3
West Virginia	7	0	0	0	0	2	9	9	2
Wisconsin	7	0	0	0	0	7	14	14	7
Wyoming	9	0	0	0	0	2	11	11	2
Alaska	202	0	3	0	0	14	219	216	17
Hawaii	7	0	0	0	0	7	14	14	7
Puerto Rico	9	0	0	0	0	2	11	11	2
Virgin Islands	3	0	0	0	0	2	5	5	2
Bahamas	11	0	0	0	0	2	13	13	2
Canada	2	1	2	0	1	5	11	7	9
Caribbean	8	12	0	0	2	3	25	11	17
Mexico	0	7	0	0	2	0	9	0	9

☆ Without Commuters ★ With Commuters

Source: RAA Analysis of the Jan. 1, 1985 *Official Airline Guide*.

Key to Airline Designators

[redacted]

Code	
AB	Air Cortez
AP	Aspen Airways, Inc.
BE	Centennial Airlines
BK	Chalk's International Airline, Inc.
CE	Air Virginia
CH	Bemidji Airlines
CJ	Colgan Airways Corp.
CK	Liberty Airlines, Inc.
CT	A-A-A Air Enterprises, Inc.
CZ	Cascade Airways, Inc.
DD	Command Airways, Inc.
DF	Aero Coach
EC	Flight Line, Inc.
ED	Sunbird Airlines, Inc.
EE	Eagle Commuter Airlines, Inc.
EJ	New England Airlines, Inc.
EK	Cape Air
EP	Empire Airways
ES	Airways of New Mexico, Inc.
EV	Atlantic Southeast Airlines, Inc.
FC	Chaparral Airlines, Inc.
FE	Desert Sun Airlines
FH	Mall Airways, Inc.
FK	Flamenco Airways, Inc.
FN	SFO Helicopter Airlines, Inc.
FR	Susquehanna Airlines
FS	Sunbird, Inc.
FV	Far West
FX	Express Air
FY	Metroflight Airlines
GD	Aero International Airlines, Inc.
GG	North American Airlines, Inc.
GM	Scheduled Skyways, Inc.
GO	Trans Air, Inc.
GQ	Big Sky Airlines
GS	BAS Airlines
HD	New York Helicopter Corp.
HG	Harbor Airlines, Inc.
HI	Grand Canyon Helicopters
HO	Mid Pacific Airlines, Inc.
HW	Havasu Airlines
HY	Metro Airlines
ID	Pacific Coast Airlines
IH	Channel Flying, Inc.
II	Imperial Airlines, Inc.
IL	Bangor International Airline
IN	East Hampton Aire, Inc.
IU	Midstate Airlines, Inc.
JA	Bankair, Inc.
JB	Pioneer Airlines, Inc.
JC	Rocky Mountain Airways, Inc.
JF	L.A.B. Flying Service, Inc.
JI	Gull Air, Inc.
JO	Holiday Airlines, Inc.
JR	American Central Airlines
KA	Mojave Airlines
KC	Wright Airlines
KF	Catskill Airways, Inc.
KJ	Seair
KN	Tyee Airlines, Inc.
KS	Peninsula Airways, Inc.
KW	Crownair/Dorado Wings
KY	Sun West Airlines
LS	Marco Island Airways, Inc.
LT	Catalina Seaboard Airlines, Inc.
LW	Air Nevada
MG	Pompano Airways
MI	Four Star Aviation, Inc.
MP	Air Sedona
MQ	Simmons Airlines
MU	Air Vermont, Inc.
NC	Newair
NE	Executive Helicopters, Inc.
NG	Green Hills Aviation, Ltd.
NO	Cumberland Airlines
NT	Air New Orleans, Inc.
OE	Westair Commuter Airlines, Inc.
OH	Comair, Inc.
OO	Sun Aire Lines
OQ	Royale Airlines, Inc.
OT	Airspur Helicopters, Inc.
PM	Pilgrim Airlines
PP	Phillips Airlines
PQ	Puerto Rico International Airlines (PRINAIR)
PT	PBA-Provincetown-Boston-Naples Airline
QG	Sky West Airlines
QO	Bar Harbor Airlines
QX	Horizon Airlines, Inc.
QY	Aero Virgin Islands Corp.
RI	Airpac Airlines, Inc.
RM	Wings West Airlines, Inc.
RP	Precision Airlines
RQ	Reeves Air
RU	Britt Airways, Inc.
RX	Capitol Air Service, Inc.
RZ	Ransome Airlines
SE	Wings of Alaska
SG	Atlantis Airlines, Inc.
SS	Brockway Air
SX	Christman Air System
SZ	Pro Air Services
TB	Mammoth Air Shuttle
TF	Jetstream International Airlines
TQ	Las Vegas Airlines, Inc.
UJ	UJ Air Spirit
UO	Direct Air, Inc.
UR	Empire Airlines
UZ	Air Resorts Airlines
VI	Vieques Air Link, Inc.
VJ	Trans-Colorado Airlines, Inc.
VY	Coral Air, Inc.
WH	Caribbean Express, Inc.
WP	Princeville Airways, Inc.
WQ	Wings Airways
WR	Wheeler Flying Service, Inc.
WS	Island Air
WV	Midwest Aviation
XE	Southcentral Air, Inc.
XG	Armstrong
XJ	Mesaba Aviation
XO	Rio Airways, Inc.
XQ	Action
XT	Air Hemet
XU	Trans Mo Airlines, Inc.
XV	Mississippi Valley Airlines, Inc.
XW	Walker's International
XY	Ryan Air
YB	Golden Pacific Airlines
YC	Alaska Aeronautical Industries
YE	Grand Canyon Airlines, Inc.
YI	Air Sunshine, Inc.
YL	Long Island Airlines
YN	Fort Worth Airlines
YR	Scenic Airlines, Inc.
YS	San Juan Airlines
YV	Mesa Air Shuttle
YW	Will's Air
ZB	Air Vectors Airways
ZD	Ross Aviation, Inc.
ZE	Southern Express
ZF	Royal American Airways
ZH	Royal Hawaiian Airways, Inc.
ZK	Great Lakes Aviation, Ltd.
ZN	Tennessee Airways, Inc.
ZP	Virgin Air, Inc.
ZV	Air Midwest
ZW	Air Wisconsin
2C	Crescent Helicopters
2E	Hermen's Air
2F	Frontier Flying Service
2U	Altus Airlines
2V	Valley Airlines
3A	Alliance Airlines
3D	Air LA
3G	Virgin Islands Seaplane Shuttle
3L	Air-Lift Associates, Inc.
3N	Northern Airways
3R	Air Molokai-Tropic Airlines
4A	Business Express
4E	Tanana Air Service
4H	Harold's Air Service
4N	North Pacific Airline
4W	Wise Airlines
5A	Alpine Aviation, Inc.
5B	Bellair
5D	Catalina Seaplanes
5F	Arctic Circle Air Service
5S	Sunaire
6C	Cape Smythe Air Service
6D	Alaska Island Air, Inc.
6F	Flirite, Inc.
6J	Southern Jersey Airways, Inc.
6L	Texas Airlines, Inc.
6R	Richards Aviation, Inc.
6M	40-Mile Air, Ltd.
7D	RIA
7E	Audi Air, Inc.
7G	Gulfstream Airlines
7H	Huachuca Airlines
7M	Mountain Air Commuter, Inc.
7R	Resort Air, Inc.
7S	Suncoast Airlines, Inc.
7T	Trans Midwest Airlines, Inc.
7V	Alpha Air
7W	Westflight Aviation
8B	Baker Aviation, Inc.
8L	Ellis Air Taxi, Inc.
8M	Maui Airlines
8T	Talarik Creek Air Taxi
9C	Chinook Air, Ltd.
9E	Executive Charter
9L	Astor Air
9P	Panorama Air
9S	Skyway Commuter
9T	Trans Southern Airways

[redacted]

Code	
AA	American Airlines
AL	USAir and Allegheny Commuter
BN	Braniff Inc
CO	Continental Airlines
DL	Delta Air Lines
EA	Eastern Air Lines, Inc.
NW	Northwest Orient Airlines, Inc.
PA	Pan American World Airways, Inc.
RC	Republic Airlines, Inc.
TW	Trans World Airlines, Inc.
UA	United Airlines, Inc.
WA	Western Airlines, Inc.

[redacted]

Code	
AQ	Aloha Airlines, Inc.
AS	Alaska Airlines
FL	Frontier Airlines
HA	Hawaiian Air Lines
OC	AirCal
OZ	Ozark Air Lines
PI	Piedmont
PS	PSA-Pacific Southwest Airlines
TV	Transamerica Airlines
WC	Wien Air Alaska, Inc.
WO	World Airways, Inc.

[redacted]

Code	
CB	Air One
CC	Air Atlanta, Inc.
HK	South Pacific Island Airways
HP	America West Airlines, Inc.
IW	Best Airlines, Inc.
JK	Sunworld International Airways, Inc.
JW	Arrow Air, Inc.
MC	Muse Air Corporation
ML	Midway Metrolink
NY	New York Air
PE	People Express Airlines, Inc.
QS	Northeastern International Airways, Inc.
SI	Jet America Airlines, Inc.
WN	Southwest Airlines
YX	Midwest Express
ZO	Florida Express, Inc.
ZY	Atlantic Gulf Airlines
FL1	Frontier Horizon
4R	Regent Air Corp.

[redacted]

AL1	Air Kentucky
AL2	Chautaugua Airlines
AL3	Crown Airlines
AL4	Fischer Bros.
AL5	Pennsylvania Airlines
AL6	Pocono Airlines
AL7	Southern Jersey Airways, Inc.
AL8	Suburban Airlines, Inc.

[redacted]

FC	Chaparral Airlines
FY	Metroflight Airlines

[redacted]

PA1	Pan Am Helicopter
UR	Empire

[redacted]

PI1	Henson Aviation

[redacted]

OQ	Royale

[redacted]

HY	Eastern Metro Express
SG	Atlantis

[redacted]

RZ	Ransome
EV	Atlantic Southeast Airlines
XO	Rio Airways
OH	Comair

[redacted]

XJ	Mesaba

[redacted]

MQ	Simmons

Passenger Service

Anniston	EV			
Birmingham	EV GM	AA AL DL EA RC UA		
Dothan	EV			
Gadsden	EV			
Huntsville/ Decatur	EV	AA EA RC UA		
Mobile/ Pascagoula, MS	EV GM NT	AA DL EA RC		
Montgomery	EV HY	DL RC		
Muscle Shoals	EV GM			
Tuscaloosa	EV			

Adak Island	KS RI RV			
Akhiok	KJ			
Akiachak	KJ 2E 4H 9E			
Akiak	KJ 4H 9E			
Akutan	RI RV			
Alakanuk	KJ 2E			
Aleknagik	4Y			
Alitak	KJ			
Allakaket	WC* 2F 4E 4H			
Ambler	AS2 XY 4H 6C 8B			
Amook	KJ			
Anaktuvuk Pass	WC* 2F 4H 6C			
Anchorage	AS3 KJ RI RV WC* XE YC 4N 8T	NW UA WA	AS WC	BF HK
Angoon	IH 5B			
Aniak	AS* KJ 4H			
Anvik	KJ 4H			
Arctic Village	WC* 4H			
Atka	KS			
Atmautluak	2E 4H 9E			
Atqasuk	6C			
Barrow	6C			BF
Barter Island	6C 7E			
Beaver	WC* 5F			
Bethel	AS3 KJ 2E 4H 9E		AS	BF
Bettles	WC* 2F 4H			
Birch Creek	WC*			
Boundary	6M			
Brevig Mission	AS2 XY 4H			
Buckland	AS2 XY 4H			
Cape Lisburne	AS2			
Cape Newenham	KJ			
Cape Romanzoff	KJ			
Central	4H			
Chalkyitsik	WC* 4H			
Chefornak	AS3 KJ 2E 4H			
Chevak	AS3 KJ 2E 4H 9E			
Chicken	6M			
Chisana	8L			
Circle	4H			
Clarks Point	XG 4Y			
Coffman Cove	7W			
Cold Bay	KS RV			
Cordova			AS	
Corner Bay	IH			
Craig	KN 7W			
Crooked Creek	KJ 4H			
Deadhorse	6C			
Deering	AS2 XY 6C			
Dillingham	RI XG 4Y			BF
Dutch Harbor	RI RV			
Eagle	WC*			
Eek	AS3 KJ 2E 4H 9E			
Egegik	KS			
Eight Fathom Bight	IH			
Ekuk	XG 4Y			
Ekwok	XG 4Y			
Elfin Cove	IH			
Elim	AS2 XY 4H			
Emmonak	KJ 2E			
Excursion Inlet	AS1 JF			
Fairbanks	RI WC* 2F 4E 4H 6M 7E	NW UA WA	AS WC	BF
False Pass	RV			
Fresh Water Bay	IH			
Ft. Yukon	WC* 2F 4H 5F			
Funter Bay	IH			
Galena	AS* RI WC* XY 2F 4H			
Gambell	AS2 XY 4H			
Golovin	AS2 XY 4H			
Goodnews Bay	AS3 KJ 4H			
Grayling	KJ 4H			
Gulkana	8L			
Gustavus	AS1 JF			
Haines	AS1 JF SE			
Hobart Bay	IH			
Holy Cross	KJ 4H			
Homer	XE YC			
Hoonah	AS1 IH JF SE			
Hooper Bay	AS3 KJ 2E 4H 9E			
Hughes	4E 4H			
Huslia	WC* 2F 4E 4H			
Hydaburg	KN 7W			
Igiugig	KS			
Iliamna	AS* XY 8T			
Juneau	AS1 IH JF SE	WA	AS	
Kake	IH 5B 6D			
Kakhonak	XY			
Kalskag	KJ 4H			
Kaltag	WC* 2F 4H			
Karluk	KJ			
Kasaan	7W			
Kasigluk	2E 9E			
Kenai	AS3 XE YC			
Ketchikan {Waterfront C/R {Ketchikan C/R,N	KN 7W		AS	
Kiana	AS2 XY 4H 6C 8B			
King Cove	RV			
King Salmon	KS RI 4Y			BF
Kipnuk	AS3 KJ 2E 4H			
Kitoi	KJ			
Kivalina	AS2 XY 4H 6C 8B			
Klawock	KN 7W			
Kobuk	AS2 XY 4H 6C 8B			
Kodiak	KJ RI YC 6F		WC	BF
Koliganek	XG 4Y			
Kongiganak	AS3 KJ 2E 4H			
Kotlik	KJ 2E			
Kotzebue	AS2 XY 4H 6C 8B		AS	BF
Koyuk	AS2 XY			
Koyukuk	WC* 4H			
Kwethluk	KJ 2E 4H 9E			
Kwigillingok	AS3 KJ 2E 4H			
Lake Minchumina	WC* 4H			
Larsen Bay	KJ			

[illegible]

Levelock	KS			
Long Island	7W			
Manley Hot Springs	WC*			
	4E			
Manokotak	4Y			
Marshall	AS3			
	KJ			
	2E			
	4H			
May Creek	8L			
McGrath	AS*			
	XY			
	4H			
	4N			
Mekoryuk	AS3			
	KJ			
Metlakatla	KN			
Minto	4E			
Moser Bay	KJ			
Mountain Village	KJ			
	2E			
Naknek	KS			
Napakiak	2E			
	4H			
	9E			
Napaskiak	2E			
	4H			
	9E			
Nelson Lagoon	KS			
New Stuyahok	XG			
	4Y			
Newtok	AS3			
	KJ			
Nightmute	AS3			
	KJ			
Nikolai	4N			
Nikolski	RI			
	RV			
Noatak	AS2			
	XY			
	4H			
	6C			
	8B			
	9C			
Nome	AS2		AS	BF
	XY			
	4H			
Nondalton	XY			
	8T			
Noorvik	AS2			
	XY			
	4H			
	6C			
	8B			
Nuiqsut	6C			
	7E			
Nulato	WC*			
	2F			
	4H			
Nunapitchuk	KJ			
	2E			
	4H			
	9E			
Old Harbor	KJ			
	6F			
Olga Bay	KJ			
Ouzinkie	KJ			
Parks	KJ			
Pedro Bay	XY			
Pelican	IH			
Petersburg	6D		AS	
Pilot Point	KS			
Pilot Station	KJ			
	2E			
Platinum	AS3			
	KJ			
	4H			
Point Hope	AS2			
	XY			
	4H			
	6C			
	8B			
Point Lay	6C			
Pope Vanoy	XY			
Port Alsworth	XY			
Port Bailey	KJ			
Port Clarence	AS2			
	XY			
	4H			
Port Heiden	RV			
Port Lyons	KJ			
Port Moller	KS			
Port Williams	KJ			
Portage Creek	4Y			
Prospect Creek	2F			
	4H			
Prudhoe Bay/ Sag River	7E		AS	BF
			WC	
Quinhagak	AS3			
	KJ			
	2E			
	4H			
	9E			
Rampart	WC*			
	4E			
Red Devil	KJ			
	4H			
Ruby	4H			
Russian Mission	AS3			
	KJ			
	2E			
	4H			
Sand Point	RV			
Savoonga	AS2			
	XY			
	4H			
Scammon Bay	AS3			
	KJ			
	2E			
	4H			
	9E			
Seal Bay	KJ			
Selawik	AS2			
	XY			
	4H			
	6C			
	8B			
Shageluk	KJ			
	4H			
Shaktoolik	AS2			
	XY			
Sheldon Point	2E			
Shemya Island	RV			
Shishmaref	AS2			
	XY			
	4H			
Shungnak	AS2			
	XY			
	4H			
	6C			
	8B			
Sitka	5B		AS	
Skagway	AS1			
	JF			
	SE			
Sleetmute	KJ			
	4H			
Soldotna	XE			
	4N			
South Naknek	KS			
St. George Island	KS			
	RI			
	RV			
St. Mary's	AS*			
	KJ			
	2E			
St. Michael	AS2			
	XY			
	4H			
St. Paul Island	KS			
	RI			
	RV			
Stebbins	AS2			
	XY			
	4H			
Stevens Village	WC*			
Stony River	KJ			
	4H			
Tanana	WC*			
	4E			
	4H			
Tatalina	4N			
Teller	AS2			
	XY			
	4H			
Tenakee	IH			
Terror Bay	KJ			
Tetlin	6M			
Thorne Bay	KN			
	7W			
Tin City	AS2			
	XY			
	4H			
Togiak	4Y			
Tok	6M			
Toksook	AS3			
	KJ			
	2E			
	4H			
Tuluksak	KJ			
	4H			
	9E			
Tuntatuliak	KJ			
	2E			
	4H			
Tununak	AS3			
	KJ			
	2E			
	4H			
Uganik	KJ			
Ugashik	KS			
Unalakleet	AS*			
	XY			
	4H			
Utopia Creek	4H			
Valdez	AS3			
Venetie	WC*			
	2F			
	4H			
Wainwright	6C			
Wales	AS2			
	XY			
	4H			
West Point	KJ			
White Mountain	AS2			
	XY			
	4H			
Wrangell			AS	
Yakutat			AS	
Zachar Bay	KJ			

[illegible]

Bullhead City	HW			
	KY			
	LT			
	XT			
Flagstaff	KY			
	QG			
Fort Huachuca/ Sr. Vista	7H			
Grand Canyon	AB			
	HI			
	LW			
	TQ			
Heliport—C/R Grand Canyon Nat'l Pk.—C/R	UZ			
	YE			
	YR			
	ZF			
	3D			
Havasupai	HI			
Kingman	YB			
Lake Havasu City	HW			
	XT			
Marble Canyon	YE			
Page	QG			
Phoenix	HW	AA	FL	HP
	KY	AL	PS	WN
	LW	BN	WC	
	MP	CO		
	OO	DL		
	QG	EA		
	YB	NW		
	YR	RC		
	2M	TW		
	7H	UA		
		WA		
Prescott	KY			
	YB			
Sedona	MP			
	YB			
Tucson	ES	AA	FL	HP
	7H	AL	PS	JK
		EA		
		NW		
		RC		
		TW		
		UA		
		WA		
Winslow	KY			
Yuma	KY			
	OO			

[illegible]

Fayetteville	FY			
	GM			
Ft. Smith	FY			
	GM			
Harrison	GM			
Hot Springs	GM			
Jonesboro	GM			
Little Rock	GM	AA		QS
		DL		WN
		TW		
		UA		
Springdale	GM			
Texarkana	GM			
	UJ			
	XO			

[illegible]

Bakersfield	ID	AA		
	II	UA		
	OO			
Bishop	7V			
Blythe	FE			
Borrego Springs	OO			
Burbank	FV	AA	AS	HP
	OO	CO	OC	
	OT	RC	PS	
	TB	WA		
	3D			
Carlsbad	II			
Catalina Island	LT			
	5D			

Key

C/R	Commuter/Regional Air Carriers
M	Major Air Carriers
N	National Air Carriers
O	Other Air Carriers

Chico	OE			
Concord	OE			
Crescent City	OE			
El Centro/ Imperial	OO			
Eureka/Arcata	OE RM	UA		
Fresno	FV ID OE	RC UA WA	PS	SI
Hemet	XT			
Inyokern	FE KA			
Lake Tahoe	ID		OC	
Long Beach	5D	AA UA	AS PS	SI
Los Angeles	FE ID II KA OO OT RM XT ZF 2M 7V	AA AL BN CO DL EA NW PA RC TW UA WA	CL FL OC PI PS WO	HP MC PE QS WN 4R
Mammoth Lakes	TB ZF 7V			
Merced	RM			
Modesto	OE RM			
Monterey	ID OE RM	UA		
Oakland {Convention Center Heliport–C/R Oakland–C/R, M, N, O}	FN FV	AA TW UA WA	AS FL OC PS WO	HP JK PE SI
Ontario	FV II OO XT	AA CO DL EA RC TW UA WA	AS OC PS	HP JK
Orange County	FV II LT OT TB	AA RC WA	FL OC PS	
Oxnard	RM			
Palm Springs	II LT LW OO QG	AA TW UA WA	AS FL OC	HP
Palmdale/ Lancaster	FE			
Redding	OE RM	UA		
Riverside	FE			
Sacramento	FV ID OE RM	AA RC UA WA	FL OC PS	
San Diego	II OO	AA AL CO DL EA NW RC TW UA WA	FL OZ PS	HP QS WN
San Francisco	FN ID OE QX RM	AA AL BN CO DL EA NW PA RC TW UA WA	AS OC PI PS	FL1 WN
San Jose	FV ID OE RM	AA CO EA TW UA WA	AS OC PS	HP JK MC
San Luis Obispo	II RM			
Santa Barbara	ID II OO	AA UA		
Santa Maria	OO RM			
Santa Rosa	OE			
Stockton	OE		FL PS	
Visalia	RM			

Alamosa	JB JC			
Aspen	AP JC			
Colorado Springs	AP JC VJ	CO TW WA	FL	HP
Cortez	JB VJ			
Denver	AP BE JB JC VJ ZV	AA AL BN CO DL EA NW RC TW UA WA	FL OZ PI WC	FL1 PE WN
Durango	AP VJ		FL	HP
Grand Junction	JB QG	CO	FL	HP
Gunnison	CC VJ		FL	
Lamar	ZV			
Montrose	VJ		HP	
Pueblo	JC			
Steamboat Springs	JC			
Vail	JC			

Bridgeport	MU NC PM			
Hartford/ Springfield, MA	FH JO PM QO RZ UR 7G	AA AL DL EA RC TW UA	PI	IW PE QS
New Haven	IN NC PM			
New London	IN NC PM XQ			

Dover	RY			
Wilmington	WR	UA		

Washington {National—C/R, M, N, O Dulles—C/R, M, N, O}	AL1 AL5 AL6 AL7 AL8 CE CJ DE IN NC PI1 PM RZ SS SX TF UR WR WS ZN 7M	AA AL BN CO DL EA NW PA RC TW UA WA	OZ PI	FL1 ML NY PE

Daytona Beach	PT	DL EA	PI	
Fort Myers	GO PT TF ZE	AA AL DL EA NW UA	OZ	PE
Ft. Lauderdale	BK DF GD GO JI MG PT SZ TF WH XW YI ZE 9S	AA AL CO DL EA NW RC TW UA	OZ	QS ZO
Ft. Pierce	GD PT			
Ft. Walton Beach	EV HY NT			
Gainesville	DF PT	EA		
Homestead	GD			
Jacksonville	GO NT PT ZE	AA DL EA TW UA	OZ PI	PE
Key West	JI PT TF ZE			
Marathon	PT ZE			
Marco Island	LS PT			
Melbourne	GO PT	DL EA		PE
Miami {Seaplane Base–C/R International–C/R, M, N, O}	BK DF JI LS MG PT SZ WH ZE	AA BN CO DL EA NW PA RC TW UA	CL OZ PI	CC JW ML PE QS ZO ZY
Naples	PT			
Ocala	AL2 9S			
Ocean Club	PT			
Orlando	AL2 GD GO NT PT 9S	AA AL CO DL EA NW PA RC TW UA	OZ PI	FL1 ML NA NY PE QS ZO ZY
Panama City	EV GO HY NT PT			
Pensacola	GM NT OQ PT 9S	CO DL EA		
Punta Gorda	PT			
Sarasota/ Bradenton	PT TF YI ZE	DL EA RC UA	OZ	PE
Tallahassee	GO PT ZE 9S	DL EA		ZY
Tampa/St. Petersburg {St. Petersburg—C/R, O Tampa—C/R, M, N, O}	GD GO NT PT TF ZE	AA AL CO DL EA NW PA RC TW UA	OZ PI	FL1 ML NY PE QS
Titusville	GD			
Vero Beach	AL2 GO			
West Palm Beach	BK DF GO JI PT WH 9S	AA AL DL EA NW TW UA	OZ	ML PE QS

Passenger Service in North America

[illegible]				
Albany	EV HY			
Athens	ED EV			
Atlanta	ED EV HY SG 9T	AA DL EA NW RC TW UA	OZ PI	CC ZY
Augusta	EV HY SG	DL	PI	
Brunswick	EV			
Columbus	EV	DL		
Macon	EV	DL		
Moultrie/ Thomasville	SG			
Savannah	PT	AA DL EA	PI	NY
Valdosta	EV			
[illegible]				
Hana, Maui	ZH			
Hilo, Hawaii	HO ZH	UA	AQ HA	
Honolulu, Oahu	HO RQ WP ZH 3R 8M 9P	AA CO DL NW PA UA WA	AQ HA TV WO	HK
Kaanapali, Maui	ZH			
Kahului, Maui	HO RQ ZH 3R 8M	AA UA	AQ HA	
Kalaupapa, Molokai	ZH 3R			
Kamuela, Hawaii	WP ZH			
Kona, Hawaii	HO ZH	UA	AQ HA	
Lanai City, Lanai	ZH 3R		HA	
Lihue, Kauai	HO	UA	AQ HA	
Molokai/ Kaunakakai, Hawaii	RQ ZH 3R 9P		HA	
Princeville, Kauai	WP			
Upolu Point, Hawaii	ZH			
Waikoloa, Hawaii	WP			
[illegible]				
Boise	CZ EP QX	UA WA	AS FL WC	
Coeur D'Alene	EP			
Idaho Falls	CZ JB QG QX	WA		
Lewiston	CZ QX			
Pocatello	CZ QG QX			
Sun Valley	QX			
Twin Falls	QG QX			
[illegible]				
Bloomington	RU			
Carbondale	7R			
Champaign	RU XV		OZ PI	
Chicago Meigs–C/R Midway–C/R, M, O O'Hare–C/R, M, N, O	FR IU JR MQ PP RU TF UO XV ZV ZW 2C 3A	AA AL BN CO DL EA NW PA RC TW UA WA	CL OZ PI	FL1 ML PE QS SI
Danville	RU			
Decatur	RU			
Galesburg	RU			
Marion	RU			
Mattoon	RU			
Moline	JR RU XV ZV	UA	OZ	
Mount Vernon	AL1			
Peoria	RU XV	TW UA	OZ	
Quincy	RU			
Rockford	JR		FL	
Springfield	RU XV		OZ	
Sterling/ Rock Falls	RU			
[illegible]				
Bloomington	RU			
Elkhart	ZW			
Evansville	AL1 OH RU	AL EA	PI	
Ft. Wayne	OH ZW	AA DL RC UA	PI	
Gary	2C			
Indianapolis	IU OH RU ZW	AA AL CO DL EA PA RC TW UA	OZ	ZO
Kokomo	UO			
La Porte	PP			
Lafayette	RU ZW			
Michigan City	PP			
Muncie	RU			
South Bend	RU ZW	RC UA	PI	
Terre Haute	RU			
Valparaiso	PP			
IOWA				
Burlington	RU			
Cedar Rapids/ Iowa City	IU JR RU XV	UA	FL OZ	
Clinton	JR			
Des Moines	JR ZK ZV	AA RC TW UA	FL OZ	HP
Dubuque	JR XV			
Ft. Dodge	XJ ZK			
Mason City	JR XJ			
Ottumwa	JR			
Sioux City	AP JR ZV		OZ	
Spencer	ZK			
Waterloo	AP IU JR XV		OZ	
[illegible]				
Dodge City	ZV			
Garden City	ZV			
Goodland	ZV			
Great Bend	ZV			
Hays	ZV			
Hutchinson	ZV			
Lawrence	RX			
Liberal	ZV			
Manhattan	RX ZV			
Parsons	ZV			
Salina	RX ZV			
Topeka	RX ZV			ML
Wichita	ZV	AA CO RC TW UA	FL	HP
[illegible]				
Lexington/ Frankfort	AL1 OH ZN	AL DL UA	PI	
London	ZN			
Louisville	AL1 OH	AL DL EA TW UA	OZ PI	ZO
Murray	FS			
Owensboro	AL1			
Paducah	AL1 RU			
[illegible]				
Alexandria	FC OQ			
Baton Rouge	OQ	AA CO DL RC		
Lafayette	FY OQ	CO		
Lake Charles	HY OQ			
Monroe	OQ	DL RC		
New Orleans	NT OQ PT	AA AL CO DL EA NW PA RC TW UA WA	OZ PI	MC NY QS WN
Shreveport	OQ	AA DL		
[illegible]				
Augusta	QO 2V			
Bangor	IL QO 2V	DL UA		
Bar Harbor	IL QO			
Frenchville	2V			
Houlton	IL			
Lewiston	QO			
Portland	IL QO RZ 2V	DL UA		PE
Presque Isle	QO 2V			
Rockland	QO			
Waterville	QO			
[illegible]				
Baltimore	AL1 AL6 CE JO NC NQ PI1 RY SX UR 7M	AA AL DL EA RC TW UA	OZ PI WO	PE
Cumberland	NQ			
Hagerstown	AL2 PI1			
Salisbury	PI1			
[illegible]				
Bedford	FH			
Boston	AL8 DD FR IN JI MU PI1 PM PT QO RP RZ SS UR WS	AA AL BN CO DL EA NW PA RC TW UA	CL PI	NY PE QS YX

Key

C/R	Commuter/Regional Air Carriers
M	Major Air Carriers
N	National Air Carriers
O	Other Air Carriers

	YL			
	YW			
Hyannis	EK			
	FX			
	JI			
	PT			
	WS			
	YW			
Martha's	EK			
Vineyard	JI			
	PT			
	WS			
Nantucket	EK			
	FX			
	JI			
	PT			
	WS			
	YW			
New Bedford	JI			
	PT			
	WS			
Provincetown	PT			
Worcester	QO			

Alpena	MQ			
Battle Creek	ZW			
Benton Harbor	XV			
Detroit	AL4	AA	OZ	IW
	GS	AL	PI	ML
	IU	CO		NY
	JR	DL		PE
	KC	EA		
{City—C/R	MQ	NW		
Wayne—C/R,M,N,O	OH	PA		
	TF	RC		
	UR	TW		
	ZW	UA		
Escanaba	MQ			
Flint	AL4		PI	
	GS			
	IU			
	MQ			
	ZW			
Grand Rapids	MQ	AA	PI	
		AL		
		NW		
		RC		
		UA		
Hancock	MQ			
Iron Mountain	MQ			
Ironwood	MQ			
Jackson	MQ			
Kalamazoo	AL4		PI	
	MQ			
	ZW			
Lansing	MQ	UA	PI	
Manistee	JR			
Marquette	MQ			
Menominee	MQ			
Muskegon	IU			
	MQ			
	ZW			
Pellston	MQ			
Pontiac	GS			
Saginaw	MQ	RC		
		UA		
Sault Ste. Marie	MQ			
Traverse City	IU			
	MQ			

Bemidji	CH	RC		
	XJ			
Brainerd	XJ	RC		
Duluth/		RC		
Superior, WI				
Fairmont	XJ			
	ZK			
Grand Rapids	XJ			
Hibbing	XJ	RC		
International		RC		
Falls				
Mankato	XJ			
Marshall	WV			
Minneapolis/	CH	AA	FL	ML
St. Paul	IU	AL	OZ	PE
	JR	CO		
	XJ	DL		
	XV	EA		
	WV	NW		
	ZK	PA		
	ZV	RC		
	ZW	UA		
		WA		
Rochester	JR	NW	OZ	
		RC		
Thief River Falls	CH			
Worthington	XJ			

Columbus	EC			
	EV			
Greenville		RC		
Greenwood	EC			
Gulfport/Biloxi		RC		
Jackson	EC	AA		
	OQ	DL		
		EA		
		RC		
Laurel/	EC			
Hattiesburg	EV			
	GM			
Meridian	EV			
	GM			
Natchez	OQ			
Tupelo	EC			
	GM			
University/Oxford	EC			

Cape Girardeau	RU			
Columbia	RU		OZ	
	XV			
	ZV			
	7R			
Ft. Leonard	GM			
Wood				
Jefferson City	XU			
Joplin	ZV		OZ	
	7R			
Kansas City	CT	AA	CL	ML
	GM	AL	FL	QS
	IU	CO	OZ	WN
	JR	DL	WO	
	RX	EA		
{Downtown—C/R	ZV	NW		
Industrial—C/R		PA		
Int'l C/R,M,N,O		RC		
		TW		
		UA		
		WA		
Kirksville	NG			
Lake of the	XU			
Ozarks	7R			
Poplar Bluff	VV			
Sikeston	VV			
Springfield	GM		FL	
	ZV		OZ	
	7R			
St. Louis	AL1	AA	FL	SI
	GM	AL	OZ	
	NG	DL	TV	
	RU	EA		
	VV	NW		
{E. St. Louis—C/R	XU	PA		
Lambert—C/R,M,N,O	XV	RC		
	ZV	TW		
	7R	UA		
		WA		

Billings	BE	NW	FL	
	GQ	UA		
	JB	WA		
Bozeman		NW	FL	
		WA		
Butte	CZ	WA		
	GQ			
Glasgow	GQ			
Glendive	GQ			
Great Falls		NW	FL	
		UA		
		WA		
Havre	GQ			
Helena	CZ	NW		
	GQ	WA		
Kalispell	CZ	WA	FL	
Lewiston	GQ			
Miles City	GQ			
Missoula		NW	FL	
		WA		
Sidney	GQ			
Wolf Point	GQ			

Alliance	JB			
Chadron	JB			
Columbus	CT			
Grand Island	JB			
	ZV			
Hastings	JB			
Kearney	JB			
Lincoln	JR	UA	FL	
	ZV			
McCook	JB			
Norfolk	CT			
North Platte				
Omaha	CT	AA	FL	HP
	JB	CO	OZ	
	JR	EA		
	XJ	NW		
	ZK	RC		
	ZV	TW		
		UA		
		WA		
Scottsbluff	JC			
Sidney	JB			

Carson City	QG			
Elko	QG			
Ely	QG			
Las Vegas	AB	AA	CL	HP
	HW	BN	FL	JK
	ID	CO	OZ	MC
	KY	DL	PS	QS
	LW	EA		WN
{McCarran C/R,M,N,O	QG	NW		
N. Air Terminal	TQ	RC		
C/R	UZ	TW		
	YB	UA		
	YR	WA		
	ZF			
	7V			
Reno	QG	AA	FL	JK
		EA	OC	
		RC	PS	
		UA	WC	
		WA		

Keene	RP			
Laconia	RP			
Lebanon	DD			
	RP			
Manchester	PM	UA		
	QO			
	RP			

Atlantic City	AL7			
{Bader—C/R	DE			
Pomona—C/R	GG			
Steel Pier—C/R	NC			
	WS			
	6J			
	7D			
	7G			
Cape May	AL7			
	6J			
Newark	AL5	AA	PI	ML
	AL6	AL	WO	NY
	AL8	CO		PE
	CE	DL		YX
	FH	EA		4R
	FR	NW		
	FD	PA		
	JO	TW		
	NC	UA		
	PI1			
	RP			
	RZ			
	SS			
	TF			
	UR			
	WS			
Trenton	AL7	UA		
	RZ			

Alamogordo	ES			
Albuquerque	ES	AA	FL	HP
	KY	CO	PS	WN
	VJ	DL		
	YV	EA		
	ZD	TW		
	ZV	UA		
		WA		
Carlsbad	YV			
	ZV			
Clovis	ZV			
Farmington	AP			
	YV			
	ZV			
Gallup	KY			

Hobbs	YV			
Las Cruces	ES			
Los Alamos	ZD			
Roswell	YV ZV			
Santa Fe	JB			
Silver City	ZV			

Albany	DD FH PM QO RP RZ SS UR YL	AA AL EA UA	PI	
Binghamton	AL8 CJ FR SS UR ZB	AL		
Buffalo	AL2 AL8 FH UR	AA AL EA RC UA		IW NA PE
East Hampton	IN YL			
Elmira	SS UR	AL		
Fishers Island	XQ			
Garden City	HD			
Ithaca	SS UR	AL		
Jamestown	AL2			
Long Island/Islip	AL7 AL8 NC PI1 PM RZ UR	AA AL EA UA		QS
Long Island/ Farmingdale	WS YL			
Massena	SS			
New York E 34th St C R E 60th St C R Kennedy C R M N O La Guardia C R M N O W 30th St C R Wrld Trd Ctr C R	AL1 AL5 AL6 AL7 AL8 CE DD FR GG HD IN KF NC PI1 PM PT QO RP RZ SS UR WS YL 7D	AA AL BN CO DL EA NW PA RC TW UA WA	CL OZ PI	CC FL1 JW ML NY QS
Newburg	ZB			
Ogdensburg	SS			
Oneonta	KF			
Plattsburgh	SS			
Poughkeepsie	CJ DD SS ZB			
Rochester	FH SS UR	AA AL EA RC UA	PI	IW NA
Saranac Lake	SS			
Sidney	FR			
Syracuse	FH SS UR	AA AL EA TW UA		IW PE
Utica	UR			
Watertown	SS			
White Plains	DD FH SS UR WS	UA		ML

Asheville	ED EV WR		PI	
Charlotte	CE ED JA SG WR ZN 9T	AL DL EA PA UA	OZ PI	
Fayetteville			PI	
Greensboro/High Point/Winston-Salem Regional—C R M N O Smith-Reynolds—C R	ED WR	AL DL EA UA	OZ PI	PE
Greenville	ED			
Hickory	ED SG			
Jacksonville			PI	
Kinston	ED		PI	
New Bern	CE			
Pinehurst	3L			
Raleigh/Durham	CE ED WR 3L	AL DL EA PA TW UA	OZ PI	NY
Rocky Mount	CE			
Wilmington	ED 3L		PI	

Bismark	GQ 3N	NW RC WA	FL	
Devil's Lake	XJ			
Fargo	3N	NW RC UA	FL	
Grand Forks	3N	NW RC		
Jamestown	XJ			
Minot		RC	FL	
Williston	GQ JB			

Akron/Canton	AL2 OH ZW	EA UA	PI	
Cincinnati	OH RU 7T	AA AL CO DL PA RC TW UA	PI	ZO
Cleveland Burke C R Hopkins C R M N O	AL4 GS KC MQ OH TF UR ZW	AA AL CO DL EA NW PA RC TW UA	OZ PI	IW ML PE
Columbus	AL4 CE CS OH SX 7T	AA AL DL EA RC TW UA		PE ZO
Dayton	IU MQ OH 7T	AA DL TW UA	PI	
Galion	AL4			
Lima	7T			
Mansfield	AL4			
Toledo	OH ZW 7T	AL DL TW UA	PI	
Youngstown	AL3 GS TF	UA		

Altus	UJ 2U			
Enid	FY			
Lawton	FY UJ			
McAlester	EE			
Oklahoma City	FY ZV 2U	AA DL EA RC TW UA WA	FL	JK WN
Ponca City	FY			
Stillwater	FY			
Tulsa	GM ZV	AA DL RC TW UA WA	FL OZ	MC WN

Astoria	9L			
Eugene	CZ QX	UA	FL	
Klamath Falls	QX			
Medford	CZ QX	UA		
North Bend	QX			
Pendleton	QX			
Portland	CZ QX 9L	AA CO DL EA NW RC TW UA WA	AS FL OC PS WC	
Redmond	QX			
Salem	QX			

Allentown	AL8 CJ PI1	AL EA UA		
Altoona	AL5			
Blue Bell	WQ			
Bradford	AL2			
DuBois	AL3			
Erie	TF	AL		
Franklin	AL3			
Harrisburg	AL5 PI1 SX TF	AA AL TW UA		
Johnstown	AL5			
Lancaster	AL8			
Latrobe	NQ TF			
Philadelphia	AL5 AL6 AL7 AL8 CE NC PI1 QO RP RY RZ SS TF WQ	AA AL CO DL EA NW PA RC TW UA	CL OZ PI	IW JW ML QS
Pittsburgh	AL2 AL3 AL5 AL8 CJ NQ SX TF	AA AL DL EA PA TW UA	PI	PE
Reading	AL8			
State College	AL5			
Wilkes-Barre/ Scranton	AL6 FR PI1 SS	AL EA		
Williamsport	AL5			

Block Island	EJ XQ			
Providence	PM RZ UR	AA AL EA UA	PI	
Westerly	EJ			

Key

C/R	Commuter/Regional Air Carriers
M	Major Air Carriers
N	National Air Carriers
O	Other Air Carriers

Anderson	JA			
Beaufort	JA			
Charleston	JA PT	DL EA UA	PI	
Columbia	JA	DL EA UA	PI	
Florence	JA SG 9T			
Greenville/ Spartanburg Downtown C/R G/S C/R, M, N	ED EV JA	AL EA	PI	
Hilton Head Island	JA SG			
Myrtle Beach	JA SG		PI	
Rock Hill	JA			
Sumter	JA			

Aberdeen	3N	RC		
Brookings	XJ			
Huron	XJ			
Mitchell	XJ			
Pierre	XJ			
Rapid City	JB XJ	RC UA WA	FL	
Sioux Falls	CT JR XJ 3N	RC UA WA	FL OZ	
Watertown		RC		
Yankton	CT			

Chattanooga	HY OH ZN	DL RC	PI	
Clarksville	AL1			
Jackson	GM			
Knoxville	OH SG ZN	AL DL EA RC UA		
Memphis	EC EV GM OQ RU	AA AL DL EA RC TW UA	PI	CC
Nashville	AL1 FS GM OH ZN	AA AL DL EA PA RC TW UA	OZ PI	ZO
Tri-City Airport	ED EV HY WR ZN	AL	PI	

Abilene	FC			
Amarillo	AP ZV	AA DL		WN
Austin	FC UJ YM 4W 6L	AA AL CO DL EA PA TW UA		HP MC WN
Beaumont/ Port Arthur	FY HY OQ			
Brownsville	OQ		OZ	
Brownwood	EE 4W			
Clear Lake City	HY			
College Station	OQ UJ XO			
Corpus Christi	6B	AA CO EA UA		WN
Dallas/Ft. Worth DFW C/R, M, N, O Love O Meacham C/R	EE FC FY GM UJ XO YM 4W	AA AL BN CO DL EA NW PA RC TW UA WA	FL OZ PI TV	MC ML SI WN YX
Del Rio	6B			
El Paso	ES	AA DL EA UA WA	FL	HP WN
Galveston	6L			
Harlingen		AA		WN
Houston Astrodome C/R Greenway C/R Guest Qtrs C/R Hobby C/R, M, N, O Intercont'l C/R, M, N, O Park Ten C/R Town/Country C/R Woodlands C/R	FC HY NE OQ UJ YM 6L	AA AL CO DL EA PA RC TW UA WA	FL OZ PI	MC PE WN
Killeen	XO			
Lake Jackson	6L			
Laredo	HY OQ 6B			
Longview	FY HY			
Lubbock	AP	AA DL		WN
McAllen		CO		
Midland/Odessa	YV	AA	FL	MC WN
Paris	EE			
San Angelo	XO 4W			
San Antonio	FC HY YM 4W 6B 6L	AA AL CO DL EA PA TW UA	OZ	WN
Sugar Land	HY			
Temple	XO			
Tyler	FY HY UJ			
Victoria	HY			
Waco	UJ XO			
Wichita Falls	UJ XO			

Blanding	5A			
Cedar City	QG 5A			
Moab	5A			
Monticello	5A			
Price	5A			
Salt Lake City	AP QG QX 5A	AA CO DL EA RC TW UA WA	FL	HP
St. George	QG 5A			
Vernal	QG			

Burlington	PM PT RZ SS UR	AL UA		PE
Montpelier	RP			
Rutland	RP			
Springfield	RP			
Stowe	MU			

Charlottesville	AL2 CE PI1		PI	
Danville	WR			
Hot Springs*	CJ			
Lynchburg	AL2 CE PI1		PI	
Manassas	CJ			
Newport News	CE PI1			
Norfolk/ Virginia Beach	CE PI1	AL DL EA TW UA	OZ PI	PE
Richmond	CE OH PI1 WR	AL DL EA UA	PI	
Roanoke	AL2 CE OH PI1		PI	
Shenandoah Valley	PI1			

*Served seasonally April–November

Bellingham	HG YS			
Blakely Island	YS			
Eastsound	YS			
Everett	9C			
Friday Harbor	YS			
Hoquiam	YS			
Lopez Island	YS			
Moses Lake	CZ			
Mount Vernon	9C			
Oak Harbor	HG			
Olympia	CZ			
Pasco	CZ QX	WA		
Port Angeles	YS			
Pullman	CZ QX			
Roche Harbor*	YS			
Seattle/Tacoma	CZ HG QX YS 9C	AA CO DL EA NW PA RC TW UA WA	AS FL OC PS WC	
Spokane	CZ QX	NW UA WA	AS FL PS	
Walla Walla	CZ			
Wenatchee	CZ QX			
Yakima	CZ QX			

*Served seasonally

Beckley	SX			
Bluefield	SX			
Charleston	OH SX 7T	AL UA	PI	
Clarksburg	AL3 CJ			
Elkins	CJ			
Greenbrier	PI1			
Huntington	OH	AL	PI	
Morgantown	AL3 CJ			
Parkersburg	AL3 7T			

Appleton	ZW			YX
Beloit/Janesville	JR			
Eau Claire	IU	RC		
Green Bay	IU ZW	RC UA		
La Crosse/ Winona, MN	IU XV	RC		
Madison	XV ZW	NW RC UA	FL OZ	
Manitowoc	MQ			
Marshfield	JR			
Milwaukee	IU MQ OH XV	CO EA NW RC	FL OZ	ML YX

Passenger Service in North America

	ZW 3A	TW UA		
Oshkosh	JR ZW			
Rhinelander	IU MQ			
Sturgeon Bay	3A			
Wausau	IU	RC		
Wisconsin Rapids	JR			

Casper	GQ JC	UA WA	FL	
Cheyenne	JC			
Cody	BE			
Gillette	JB			
Jackson	JB	WA	FL	
Laramie	BE			
Powell	BE			
Riverton	JB			
Rock Springs	QG			
Sheridan				
Worland	BE			

Aguadilla	CK KW		CL	JW
Culebra	FK			
Dorado	KW			
Fajardo	FK VI			
Humacao Humacao C/R Palmas del Mar C/R	KW VI			
Mayaguez	KW PQ			
Ponce	PQ			
San Juan Isla Grande C/R Int'l C/R, M, N, O	CK FK KW PQ QY VI VY ZP 5S	AA DL EA	CL	JW NA
Vieques	FK VI			

St. Croix Seaplane Base C/R Alexander Hamilton C/R,M,O	DQ KW PQ VI VY 3G 5S	AA EA PA		ML
St. John	3G			
St. Thomas Seaplane Base C/R Harry Truman C/R,M,O	FK KW PQ QY VI VY ZP 3G 5S	AA EA PA		ML

Bimini N Seaplane Base C/R Int'l C/R	BK JI			
Cat Cay	BK			
Freeport	GD GO JI LS PT WH	EA PA UA		
George Town	DF WH			
Governors Harbour	MG SZ WH			
Marsh Harbour	DF GO LS MG PT SZ			
Nassau Seaplane Base C/R Int'l C/R, M	BK GO	DL EA PA UA		
North Eleuthera	DF GO LS MG PT SZ WH			
Rock Sound	LS MG PT SZ WH			
San Andros	OY			
Treasure Cay	DF GO LS MG PT SZ			
Walker's Cay	BK XW			

Calgary, Alberta	CZ	AA UA WA		HP
Edmonton, Alberta		AA NW UA WA		
Hamilton, Ontario	TF			
Montreal, Quebec	FH PM UR	AA AL DL EA RC		JW
Ottawa, Ontario	PM UR	EA		
Regina, Saskatchewan			FL	
Saskatoon, Saskatchewan			FL	
Toronto, Ontario	FH OH PM	AA AL EA RC UA		JW
Vancouver, British Columbia	HG YS	UA WA	FL	HK
Victoria, British Columbia	YS			
Winnipeg, Manitoba		NW	FL	

Anguilla, West Indies	DQ KW			
Antigua, West Indies		AA EA PA		
Aruba, Neth. Antilles		AA EA		
Barbados		AA EA PA		
Bermuda		AA DL EA PA		
Curacao, Neth. Antilles		AA EA		
Fort de France, Martinique		AA EA PA		
Grand Cayman, West Indies		RC		
Kingston, Jamaica		AA EA		
La Romana, Dominican Rep.	PQ			
Montego Bay, Jamaica		AA EA		
Nevis, Leeward Islands	DQ			
Pointe a Pitre, Guadeloupe		AA EA PA		
Port au Prince, Haiti		AA EA	CL	
Port of Spain, Trinidad and Tobago		AA EA PA		
Puerto Plata, Dom. Rep.			CL	JW
Santiago, Dominican Rep.	PQ			
Santo Domingo, Dom. Rep.	PQ	AA EA	CL	
St. Barthelemy, Leeward Islands	DQ ZP			
St. Kitts, Leeward Islands	KW PQ	PA		
St. Lucia, West Indies		EA PA		
St. Maarten, Neth. Antilles	KW PQ	AA EA PA		
Tortola, British V.I. Beef Island C/R West End Seaplane Base C/R	3G KW VY			
Virgin Gorda, Brit. Virgin Islands	KW			

Acapulco		AA CO EA WA		
Cancún		AA CO EA UA		
Cozumel		AA CO UA		
Guadalajara		AA WA		
Ixtapa/ Zihuatanejo		CO WA		
Mazatlán		RC WA	FL	
Mexico City		AA CO EA PA WA		
Monterrey		CO		
Puerto Vallarta		AA CO RC WA	FL	

All Cargo Service

Key to Airline Designators All-Cargo

AA	American Airlines
AW	Pacific Alaska Airlines
BB	Blackhawk Airways
BF	Markair, Inc.
BS	Air Exchange, Inc.
BZ	Skyfreighters Corporation
CG	Ace Air Cargo Express
CT	A-A-A Air Enterprises, Inc.
CW	Corporate Air
DL	Delta Air Lines
DR	Cayuga Air
DU	Summit Airlines Inc.
EC	Flight Line, Inc.
ER	DHL Airlines, Inc.
EZ	Evergreen International Airlines, Inc.
FK	Flamenco Airways, Inc.
FM	Federal Express
FT	Flying Tiger Line
FZ	Silver Kris Services, Ltd.
GB	Airborne Express
HB	Air Express International Airlines
HQ	Business Express
HU	Northern Air Cargo, Inc.
IK	Air Caribe International, Inc.
JA	Bankair, Inc.
JP	Trans Continental Airlines
JW	Arrow Air, Inc.
KA	C & M Airlines
LQ	Cohlmia Aviation
MI	Four Star Aviation
MJ	Sedalia-Marshall-Boonville Stage Line
NW	Northwest Orient Airlines, Inc.
OX	Cam Air International, Inc.
PA	Pan American World Airways, Inc.
PM	Pilgrim Airlines
PO	Profit Airlines
PQ	Puerto Rico International Airlines
SJ	Southern Air Transport, Inc.
SP	Saber Aviation, Inc.
TW	Trans World Airlines, Inc.
UA	United Airlines
VK	Zantop International Airlines, Inc.
VO	Viking International Airlines
WC	Wien Air Alaska, Inc.
WS	Island Air
YC	Alaska Aeronautical Industries
ZI	Air Cargo America, Inc.
ZW	Air Wisconsin
ZK	Kitty Hawk Airways, Inc.
2N	North Continent Airlines
2X	Airway Express, Inc.
3B	Borinquen Air
4B	Brennan and Hargreaves, Inc.
4F	Air Freight Express
4S	Sajen Air, Inc.
4U	Pacific Air Express
5L	Lynbird International, Inc.
5R	Rover Airways
6H	Cal-West Helicopter Service
6R	Richards Aviation, Inc.
8S	Salair, Inc.

All-Cargo Service in the United States

Birmingham	DU	EC	FM	FT	GB
Huntsville/Decatur	DU	GB	UA	VK	
Mobile/Pascagoula	AA	FM	GB		
Montgomery	DU	SP			

Alakanuk	BF	HU			
Aleknagik	BF	HU			
Anchorage	AA UA	BF WC	FT YC	HU	NW
Aniak	BF	HU			
Anvik	BF	HU			
Barrow	BF				
Bethel	BF	HU			
Chefornak	BF				
Clarks Point	BF	HU			
Crooked Creek	BF	HU			
Deadhorse	BF				
Dillingham	BF	HU			
Egegik	BF	HU			
Ekuk	HU				
Ekwok	BF	HU			
Emmonak	BF	HU			
Fairbanks	AA WC	BF	FT	NW	UA
Farewell	BF	HU			
Flat	BF	HU			
Galena	BF	HU			
Gambell	HU				
Grayling	BF	HU			
Holy Cross	BF	HU			
Homer	YC				
Hughes	BF	HU			
Huslia	BF	HU			
Igiugig	BF	HU			
Iliamna	HU				
Kakhonak	HU				
Kalskag	BF	HU			
Kaltag	BF	HU			
Kenai	YC				
King Salmon	BF	HU			
Kipnuk	BF				
Kodiak	BF	WC	YC		
Koliganek	BF	HU			
Kotlik	BF	HU			
Kotzebue	BF				
Koyuk	BF	HU			
Koyukuk	BF				
Levelock	BF	HU			
Manokotak	BF	HU			
McGrath	BF	HU			
Mekoryuk	BF				
Mountain Village	BF	HU			
Naknek	BF	HU			
New Stuyahok	BF	HU			
Newtok	BF				
Nightmute	BF				
Nikolai	BF	HU			
Nome	BF	HU			
Nondalton	HU				
Nulato	BF	HU			
Nyac	BF				
Pedro Bay	HU				
Pilot Point	BF	HU			
Pilot Station	BF	HU			
Point Hope	BF				
Pope Vanoy	HU				
Port Alsworth	HU				
Portage Creek	BF	HU			
Prudhoe Bay/Sag. River	BF	WC			
Queen	BF	HU			
Red Devil	BF	HU			
Ruby	BF				
Savoonga	HU				
Selawik	BF				
Shageluk	BF	HU			
Shaktoolik	BF	HU			
Sheldon Point	BF	HU			
Sleetmute	BF	HU			
South Naknek	BF	HU			
St. George Island	HU				
St. Mary's	BF	HU			
St. Michael	BF	HU			
St. Paul Is.	HU				
Stebbins	BF	HU			
Stony River	BF	HU			
Takotna	BF				
Tatalina	BF	HU			

Togiak	BF HU
Toksook	BF
Tununak	BF
Twin Hills	BF HU
Ugashik	BF HU
Unalakleet	BF HU
Utopia Creek	BF HU
Phoenix	AA FM FT GB NW TW UA WC 2N 2X
Tucson	AA FM GB NW UA 2X
Fayetteville	GB
Ft. Smith	GB
Little Rock	BS GB LQ UA
Pine Bluff	BS LQ
Texarkana	BS VK
Bakersfield	FM UA
Burbank	6H
Eureka/Arcata	UA
Fresno	FM UA 2N
Long Beach	UA 2X
Los Angeles-Van Nuys	6H
Los Angeles	AA DL EZ FM FT GB NW PA TW UA ZW 2N
Modesto	FT
Monterey	UA
Ontario	DL UA
Palm Springs	UA
Redding	UA
Sacramento	ER FT GB UA
San Diego	AA DL FM GB NW PA TW UA 2X
San Francisco/Oakland	AA DL ER EZ FT NW PA TW UA 2N
San Francisco-Oakland	FM GB UA 2X
San Jose	AA FM GB UA
Santa Barbara	FM GB UA
Santa Maria	GB
Santa Rosa	FT
Stockton	FT
Calgary	FM UA
Edmondton	FM NW UA
Montreal	DL FM JW PM
Montreal	FT NW PA 4B
Toronto	AA FM GB JW NW PA PM UA
Vancouver	EZ FM GB UA
Winnipeg	FM NW
Antigua	AA PA
Aruba	AA
Barbados	AA PA
Bermuda	DL PA
Curacao	AA
Dominica-Cane	IK
Fort de France	PA
Freeport	PA UA 5L
Kingston	AA
Montego Bay	AA
Nassau	DL PA UA 5L
Pointe a Pitre	PA
Port au Prince	JW
Port of Spain	AA PA
Puerto Plata	JW
Santo Domingo	AA
St. Kitts	PA 3B
St. Lucia-Hewanorra	PA
St. Maarten	AA MI PA
Aspen	4F
Colorado Springs	GB
Denver	DL FM FT GB NW TW UA WC 4F
Fort Collins/Loveland	4F
Grand Junction	4F
Sterling	4F
Vail	4F
Bridgeport	GB HQ PM
Hartford/Springfield, MA	AA DL DU ER FM FT GB HB PA PM TW UA VK
New Haven	PM
New London	PM
Wilmington	UA
Washington-Dulles	AA DU FM FT GB NW PA TW UA
Washington-National	AA DU HB MJ NW PA PM UA VK 4S
Fort Myers-Regional	NW UA
Fort Myers	Z1
Ft. Lauderdale	DL FM NW UA 5L
Jacksonville	DL FM FT GB UA
Key West	Z1
Lakeland	SP
Marathon	Z1
Miami	AA DL FT GB HB JW MI NW PA TW UA Z1 ZW
Orlando	DL FM FT GB HB NW PA UA
Sarasota/Bradenton	FT UA
Tallahassee	FM SP
Tampa/St. Petersburg	Z1
Tampa/St. Petersburg	DL FM FT GB NW PA UA
West Palm Beach	DL NW TW UA
Atlanta	DL DU EC EZ FM FT GB HB JA NW PA SP UA VK
Columbus	DU
Macon	DU
Savannah	FM FT
Hilo	UA 4U
Honolulu	AA DL FT NW PA UA 4U
Kahului	AA UA 4U
Kona	UA
Lihue	UA 4U
Idaho	
Boise	FM GB UA WC
Chicago/Midway	BS NW
Chicago/O'Hare	AA BB DL DU EZ FM FT GB HB JP MJ NW PA PO TW UA VK ZW 4F
Chicago/Pal Waukee	4S
Moline	FM UA
Peoria	FM FT UA
Elkhart	ZW
Ft. Wayne	DU FM FT GB UA ZW
Indianapolis	AA DU FT GB NW PA TW UA VK ZW
Lafayette	ZW
South Bend	DU FT NW UA ZW
Cedar Rapids/Iowa City	FM GB UA
Des Moines	FM GB MJ UA
Ft. Dodge	NW
Mason City	NW
Wichita	FM GB LQ MJ UA
Lexington/Frankfort	DU FT GB UA
Louisville	CG DU FM FT UA
Baton Rouge	BS GB
Lafayette	GB 2K
Monroe	BS LQ
New Orleans	AA BS DL EC FM FT GB LQ NW PA UA
Shreveport	BS FM LQ VK 2K
Bangor	FM UA
Portland	DU FM UA 4S
Baltimore	AA DU FT HB HQ TW UA VK ZW
Salisbury	DU FM
Bedford	HQ 4S
Boston	AA DL DU ER FM FT GB HB HQ NW PA TW UA VK WS ZW 4B
Lawrence	5R
Worcester	FT HQ
Acapulco	AA
Cancun	UA
Cozumel	UA
Mexico City	FT PA
Battle Creek	ZW
Detroit/Wayne	AA BB CG DL DU FM FT GB NW PA TW UA VK ZW 4F 4S
Detroit/Willow Run	VK
Flint	DU ZW
Grand Rapids	DU FM FT GB NW UA
Kalamazoo	ZW
Lansing	DU UA
Muskegon	HB ZW
Saginaw	CG DU GB UA
Alexandria	4F
Bemidji	NW
Brainerd	NW
Crookston	4F
Duluth/Superior	4F
Fairmont	NW
Fergus Falls	4F

Grand Rapids	NW
Hibbing	NW 4F
Jackson	4F
Mankato	NW
Marshall	4F
Minneapolis/St. Paul	AA BB DU FM FT GB NW PA UA VK ZW 4F
Montevideo	4F
Rochester	NW
Thief River Falls	4F
Worthington	NW 4F

Corinth	6R
Jackson	EC GB MJ UA

Kansas City/Int'l	DU FM FT GB MJ NW PA TW UA
Kansas City	ER VK
Springfield	BB FM GB
St. Louis	BB BS DU ER FM FT GB MJ NW PA TW UA VK ZW 4S

Billings	CW NW UA 4F
Bozeman	CW NW 4F
Butte	CW 4F
Great Falls	CW NW UA 4F
Helena	CW NW 4F
Kalispell	CW
Lewistown	CW 4F
Livingston	4F
Miles City	CW
Missoula	CW NW
Wolf Point	CW

Columbus	CT
Grand Island	CT
Lincoln	GB UA
Omaha	CT FM GB MJ NW UA
Scottsbluff	4F

Las Vegas	AA FM GB NW TW UA
Reno	FM FT UA WC

Manchester	DU FT GB PM UA 4S 5R

Linden	ER
Trenton	DU GB UA

Albuquerque	BS FM GB TW UA 2N 2X 4F
Artesia	4F
Carlsbad	4F
Clovis	4F
Hobbs	BS 4F
Roswell	BS 4F

Albany	AA FM FT GB UA
Binghamton	DR FT
Buffalo	AA DR DU FM FT GB PA UA VK
Elmira	DR 4S
Ithaca	DR PA
Long Island MacArthur	UA
Long Island Republic	FZ
New York/E 34 St.	ER
New York/E 60 St	PA
New York/Kennedy	AA DL DU ER FT GB HB JW NW PA PM PO TW UA WS ZW 4S
New York/LaGuardia	AA DL NW PA PM TW UA
New York/Newark	AA DL DU FM FT GB HQ MJ NW PA PO TW UA VK 4S
New York/World Trade	ER PA
Newburgh	FT
Rochester	AA DU ER FT GB PA UA VK
Syracuse	AA FM FT GB HB PA UA VK
Utica	PA
White Plains	ER HQ UA

Asheville	DU FT SP
Charlotte	DU FM FT GB HB JA PA SP UA VK
Fayetteville	SP
Greensboro/High Pt/	DU FM FT GB UA
Greenville	SP
	UA
Raleigh/Durham	DL DU FT GB PA SP UA
Wilmington	SP

Bismarck	NW 4F
Devils Lake	NW 4F
Dickinson	4F
Fargo	NW UA 4F
Grand Forks	NW 4F
Jamestown	NW 4F
Minot	4F
Tioga	4F
Wahpeton	4F
Williston	4F

Akron/Canton	DU GB UA ZW
Cincinnati	AA DL DU ER FT GB JP PA UA
Cleveland	AA CG DU FM FT GB HB JP MJ NW PA UA VK ZW 4S
Columbus	AA BB BS DU FT GB TW UA VK 4S
Dayton	BB CG DU FM FT GB TW UA VK
Toledo	DU FT GB UA ZW
Wilmington	GB
Youngstown	DU UA

Duncan	BS
Lawton	BS
Oklahoma City	BS FT GB LQ MJ UA VK
Tulsa	AA BS BZ FM GB LQ MJ UA ZW

Eugene	UA
Medford	UA
Portland	AA AW ER EZ FM FT GB NW PA UA WC 8S

Allentown	FM GB UA
Altoona	DU
Erie	UA
Harrisburg	DU FM FT GB UA
Johnstown	DU
Philadelphia/Wilmington,	AA DU FM FT FZ GB HB HQ JW NW PA TW UA VK ZW
Pittsburgh	DU ER FM FT GB HB MJ PA UA 4S
Wilkes-Barre/Scranton	FM

Aguadilla	JW
Arecibo	AA
Culebra	FK
Humacao	AA FK
Mayaguez	PQ
Ponce	PQ
San Juan-Isla Grand	FK
San Juan	AA DL FK FT IK JW MI PO PQ 3B
Vieques	FK

Providence	AA DU FT PA PM UA

Anderson	JA
Bennettsville	JA
Charleston	DU FM SP UA
Cheraw	JA
Clemson	JA
Columbia	DU GB JA SP UA
Dillon	JA
Florence	JA
Greenville/Spartanburg, Dwtn	JA
Greenville/Spartanburg	DU FT GB
Pickens	JA
Sumter	JA

Aberdeen	4F
Britton	4F
Brookings	NW 4F
Canton	4F
Huron	NW 4F
Madison	4F
Mitchell	NW 4F
Pierre	NW 4F
Rapid City	NW UA 4F
Sioux Falls	NW UA 4F
Watertown	4F

Chattanooga	DU GB
Knoxville	FM UA
Memphis	AA BS FM FT GB LQ MJ PA UA VK 6R
Nashville	AA FT GB HB PA UA VK

Abilene	BS
Alpine	BS
Amarillo	BS FM
Austin	AA BS FM FT GB LQ MJ PA UA
Beaumont/Pt. Arthur	BS
Big Spring	BS
Brownsville	VK
Brownwood	BS
Corpus Christi	BS GB UA
Crane	BS
Dallas/Ft. Worth-Love	BS 2K

Dallas/Ft. Worth	AA BS BZ DL EZ FM FT GB HB LQ MJ NW PA UA VK ZK
Dallas/Ft. Worth-Meacham	BS
El Paso	AA BS FM FT GB UA ZW
Ft. Stockton	BS
Harlingen	FM
Houston-Intercont	AA ER FT GB LQ MJ NW PA UA ZW
Houston	BS FM
Iraan	BS
Laredo	AA
Lubbock	BS FM GB
Midland/Odessa	BS
Monahans	BS
Pecos	BS
San Angelo	BS
San Antonio	AA BS FM FT GB LQ MJ PA UA
Temple	MJ
Tyler	BS GB MJ
Waco	BS LQ MJ
Wichita Falls	BS MJ
Wink	BS

St. Croix	AA IK MI PA PQ 3B
St. Thomas	IK MI PA PQ 3B

Salt Lake City	CW ER FM GB TW UA

Burlington	DU FM UA 4B

Charlottesville	DU
Lynchburg	DU UA
Newport News	UA
Norfolk/Virginia Beach/	AA DU FM FT GB UA VK
Richmond	DU FM FT GB UA VK
Roanoke	UA

Pasco	GB
Seattle/Tacoma	AA AW DL ER EZ FT GB NW PA TW UA WC 8S
Seattle/Washington-Boeing	ER FM
Spokane	AW FM GB NW UA 8S

Charleston	DU FM GB UA
Clarksburg	DU
Huntington	DU
Parkersburg	DU

Appleton	FM GB ZW 4F
Beloit/Janesville	BB
Eau Claire	4F
Green Bay	DU UA ZW 4F
La Crosse-Winona	4F
Madison	DU FM GB NW UA ZW
Medford	4F
Milwaukee	AA DL DU FT GB HB NW PO TW UA ZW 4F
Oshkosh	ZW
Prentice	4F
Rice Lake	4F
Wausau	4F

Buffalo	4F
Casper	UA 4F
Cheyenne	4F
Cody	4F
Gillette	4F
Laramie	4F
Rawlins	4F
Riverton	4F
Rock Springs	4F
Sheridan	4F
Worland	4F

Annual Report, Mailing Lists Available

While all airlines and associate members receive complimentary copies of the RAA Regional/Commuter Industry Annual Report, it is convenient to have extra copies. The form below may be used to order additional copies of the 1985 Annual Report.

In addition, the same form can be used to order copies of the RAA airline and associate member mailing lists.

Copies of the Annual Report are available to RAA members for $15 each, including postage. With orders of 5 copies or more, the price is $10 per issue. The price per report for non-members is $35. The member mailing lists can be purchased for $50 each.

All Orders must be prepaid.

Quantity	**Title**	**Cost**
______	1985 RAA Annual Report (orders of 5 or more)	$15.00 each $10.00 each
______	1985 RAA Annual Report (non-members)	$35.00 each
______	Airline Member Mailing List	$50.00 each
______	Associate Member Mailing List	$50.00 each

REGIONAL AIRLINE ASSOCIATION ORDER FORM

Please return this form, along with a check or money order to:

Regional Airline Association
1101 Connecticut Avenue, N.W.
Suite 700
Washington, D.C. 20036

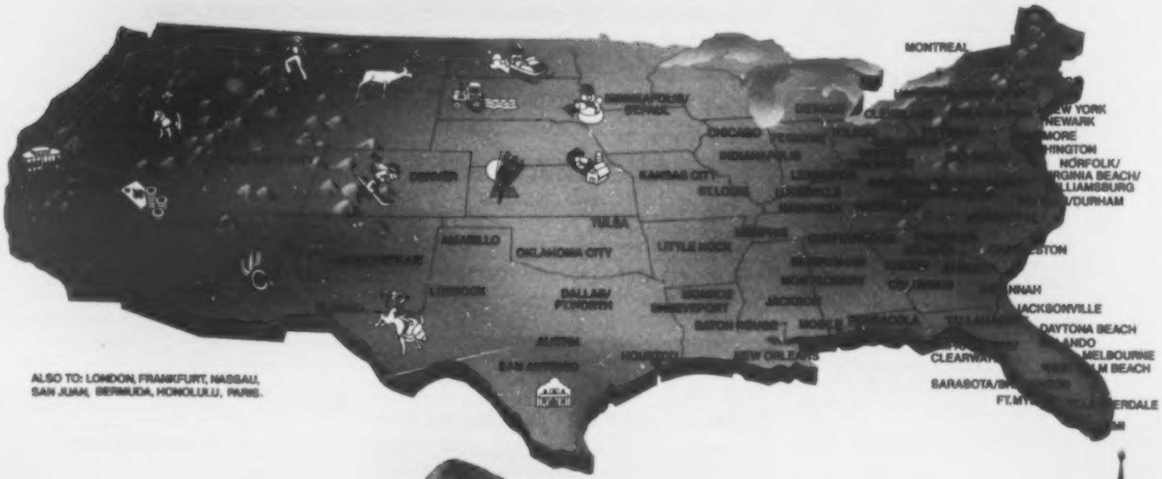
______

______

______

______

Delta gets your passengers there


MONTREAL
MINNEAPOLIS/ST. PAUL
DETROIT
CHICAGO
TOLEDO
INDIANAPOLIS
DENVER
KANSAS CITY
ST. LOUIS
LEXINGTON
LOUISVILLE
NASHVILLE
TULSA
MEMPHIS
AMARILLO
OKLAHOMA CITY
LITTLE ROCK
CHATTANOOGA
BIRMINGHAM
MONTGOMERY
COLUMBUS
LUBBOCK
DALLAS/FT.WORTH
MONROE
SHREVEPORT
JACKSON
BATON ROUGE
MOBILE
PENSACOLA
AUSTIN
HOUSTON
NEW ORLEANS
SAN ANTONIO
NEWARK
NORFOLK/
JACKSONVILLE
DAYTONA BEACH
MELBOURNE
SARASOTA/

ALSO TO: LONDON, FRANKFURT, NASSAU, SAN JUAN, BERMUDA, HONOLULU, PARIS.

Delta Flight Attendant Karen Allen.

With care.

Delta's personal service rates No. 1 with passengers. For the past 10 years, Delta has had fewer complaints per 100,000 passengers than any other major U.S. airline, according to C.A.B. records. And readers of Travel-Holiday Magazine rated Delta Number 1 in its 1984 national travel poll.

In style. Delta's jet fleet is one of the most modern in the air, featuring Wide-Ride™ L-1011 TriStars, Wide-Ride™ Boeing 767s, 727s with Wide-Ride cabins, the Boeing 757 and 737. Your passengers will like our comfortable jets.

In the U.S. and abroad.

Delta serves over 100 cities including the major business and vacation areas in the U.S. Plus Hawaii, Canada, England, Bermuda, the Bahamas, Puerto Rico, Germany and France.

Around the clock.

We've got 1400 daily take-offs. We've got the routes. We've got the equipment. We've got 36,000 Delta professionals to give your passengers the best service of any major U.S. airline. So Push DL. For flight information, call your local Delta representative.

Delta gets you there™

R

Regulations and Agreements

Regulations and Agreements

Regulations

Excerpts from the *Dot Guide to CAB Sunset*, January 1, 1985

Licensing

Licensing functions are the responsibility of the Office of the Assistant Secretary for Policy and International Affairs. Ordinarily, the Assistant Secretary or his or her delegate will perform these functions for the Department, but the Secretary may exercise this authority in lieu of the Assistant Secretary. Staff actions are subject to review by the Assistant Secretary and ordinarily are effective ten days after the action is served.

For the licensing applications described below, the requirements for filing of documents, including number of copies to be filed, are specified in DOT procedural regulations, 14 CFR 302.3. Filing fees for these applications are specified in 14 CFR 389.

1. *Section 401 Certificates*

Each applicant for a section 401 certificate for scheduled or charter air transportation should file an application with the DOT Documentary Services Division (DSD) in the Office of the General Counsel. Separate applications for interstate/overseas and foreign authorities must be filed, with the required filing fees. There are basically three types of 401 certificate cases: (a) those requiring primarily a determination of fitness; (b) those requiring primarily a determination of public convenience and necessity (which includes international carrier selection cases); and (c) continuing fitness reviews under section 401(r).

(a) *Fitness Determinations:* To receive a section 401 certificate, a carrier must be found fit for the type of service it will provide. Applicants that have not been found fit previously or that are proposing substantial changes in operations (such as going from cargo to passenger service or charter to scheduled operations, or proposing the start up of service after a two-year dormant period) are required to establish their fitness to operate. After receiving a fitness application, the DSD will assign it a docket number, date it, and forward it to the Special Authorities Division of the Office of Aviation Operations (room 6420, telephone 755-3812) for review and action. Within 21 days, this Division

FAA Safety Requirements

		Overall Operating Requirements				
Aircraft Type		FAA Air Carrier Operating Certificate required	FAA approved operations & maintenance programs	Approved crew training & proficiency programs	Subject to FAA airline audit & surveillance procedures	Meets all FAA passenger protection requirements
Piston	Single Engine	●	●	●	●	●
	Multi Engine under 9	●	●	●	●	●
	10–19	●	●	●	●	●
	20–30	●	●	●	●	●
	over 30	●	●	●	●	●
Turbo-prop	Multi Engine under 9	●	●	●	●	●
	10–19	●	●	●	●	●
	20–30	●	●	●	●	●
	over 30	●	●	●	●	●
Jet	Multi Engine	●	●	●	●	●

will determine whether the application is complete. If it is not complete, the application will be rejected or the applicant will be notified and asked to provide further information to the DSD. After the application is complete, DOT will do one of the following:

(i) Issue a show cause order, through the DSD, tentatively finding the carrier fit and proposing to issue the requested certificate. The order will allow for objections to be filed. A final decision on the fitness application will be made within 180 days after the application is complete.

(ii) Institute formal proceedings before an administrative law judge in order to determine fitness. This course will be followed in cases where there is controversy concerning the applicant and where the case involves novel issues or where the facts are in dispute. In this event, a decision will be made according to the process applicable to formal proceedings (described in the section entitled "Formal Proceedings Requiring Oral Evidentiary Hearings").

(b) *Public Convenience and Necessity (PC&N) Determinations:* For carriers desiring to provide foreign air service, a determination of public convenience and necessity is required, in addition to the fitness finding described above. Applicants previously found fit and which hold certificates for operations comparable to those sought may file, with the DSD, applications for additional authority, amendments, alterations, modifications, and renewals of their 401 certificates. DSD will give each application a docket number, date it, and forward it to the Public Proceedings Division of the Office of Aviation Operations (room 6415, telephone 755-3186) for review and action. Within 21 days, this Division will determine if the application is complete. If the application is not complete, the applicant will be notified and asked to provide the required information to the DSD. Within 90 days after the application is complete, a decision will be made to process the application in one of the following ways: (1) dismiss the application; (ii) handle it under simplified procedures without an oral evidentiary hearing; or (iii) institute a formal hearing case where, for example, a choice must be made between competing applications for limited-designation international route authority (refer to the section on "Formal Proceedings Requiring Oral Evidentiary

Requirements keyed to size									
Meets part 135 operating rules	**Meets Part 121 operating rules**	**Commercial/Instrumented rated crew**	**Air Transport rated crew**	**2 pilots required**	**Airline-type "Continuous Airworthiness Maintenance Program"**	**All-weather equipped aircraft**	**Flight attendant required**	**Thunderstorm detection equipment or radar**	
									Typical Aircraft
●		●				●			Cessna 206, Piper Cherokee 6
●		●	●			●			B-N Islander, Cessna 402/404, Piper Navajo
●		●	●	●	●	●		●	deHavilland Heron, Beech 18
●		●	●	●	●	●	●	●	DC-3
	●	●	●	●	●	●	●	●	Martin 404, Convair 440
●		●	●			●			Beech KingAir
●		●	●	●	●	●		●	DHC-6, Beech 99, Swearingen Metro II, Embraer
●		●	●	●	●	●	●	●	Nord 262, Shorts SD3-30, Gulfstream I
	●	●	●	●	●	●	●	●	Convair 580/600, Fokker F-27, DHC-7, Shorts 360
	●	●	●	●	●	●	●	●	Fokker F-28

Hearings" for further information).

(c) *Continuing Fitness Reviews under Section 401(r):* U.S. certificated and commuter air carriers which do not institute service within two years of being found fit, or which cease operations for at least two years, must undergo a new fitness determination before commencing operations. Certificated carriers applying for a "two-year fitness review" should file an application with the DSD in the Office of the General Counsel. The application will be given a docket number, dated, and forwarded to the Special Authorities Division of the Office of Aviation Operations (room 6420, telephone 755-3812) for review. Commuters seeking a two-year review should file an original application directly with the Special Authorities Division. This Division will determine if the application is complete. If it is not complete, the applicant will be notified and asked to provide further information. After the application is complete, DOT will either (i) issue a show cause order, through the DSD, tentatively finding that the carrier continues to be fit and allowing 15 days for objections to be filed, or (ii) institute formal proceedings before an administrative law judge in order to determine fitness (refer to the section on "Formal Proceedings Requiring Oral Evidentiary Hearings" for further information).

2. *U.S. Air Carrier All-Cargo Certificates under Section 418*

An applicant for a domestic all-cargo certificate under section 418 of the Federal Aviation Act should file an application with the Documentary Services Division (DSD) in the Office of General Counsel. The application will be given a docket number, dated, and forwarded to the Special Authorities Division of the Office of Aviation Operations (room 6420, telephone 755-3812) for review and action. Within 14 working days, this Division will determine if the application is complete. If not complete, the applicant will be notified and asked to provide further information to the DSD. Once complete, a notice of the application will be published in the *Federal Register* and 21 days will be allowed for objections to a favorable fitness finding and issuance of the certificate.

3. *Commuter Air Carrier Fitness Determinations under Section 419*

Under section 419 of the Federal Aviation Act, commuter air carriers must be found fit to provide scheduled passenger service. Those wishing to establish a commuter air carrier service should file an application with the Documentary Services Division (DSD) of the Office of the General Counsel. DSD will refer the application to the Special Authorities Division of the Office of Aviation Operations (room 6420, telephone 755-3812). This office reviews the application to determine whether it is complete, and, where necessary, contact the applicant for additional information. When all required information is received, DOT will issue a show cause order, through the DSD, stating tentative findings and allowing 15 days for objections to be filed.

Prior to commencing operations, commuter air carriers must also have on file a registration form and an insurance certificate. See the later section on "Registrations and Insurance Monitoring" for more information on this requirement.

Commuter air carriers are also subject to the continuing fitness requirement of section 401(r) of the Federal Aviation Act. See the preceding section on "Continuing Fitness Reviews under Section 401(r)" for further information which applies to commuters which do not institute service within two years of being found fit or which cease operations for at least two years.

4. *Registrations and Insurance Monitoring*

Prior to commencing operations, air taxi operators and commuter air carriers must have on file a registration form (DOT Form OST F 4507, formerly CAB Form 298A) and an insurance certificate (for air taxis, DOT Form OST F 4521, formerly CAB Form 257; for commuters, DOT Form OST F 4520, formerly CAB Form 205A) covering their proposed operations. These forms, as well as subsequent amendments and insurance filings, are to be filed directly with the Licensing Division of the Office of Aviation Operations (room 6412, telephone 755-3809). If the registration form is properly filled out and the insurance certificate provides coverage for the service proposed, the Licensing Division will return an approved copy of the registration to the applicant. In the case of new commuter applicants, the registration to provide scheduled passenger service will be approved when the carrier's fitness has been determined. (See the earlier section on "Commuter Air Carrier Fitness Determinations).

Data Collection

Data collection and dissemination are the responsibility of the Research and Special Programs Administration, acting in cooperation with the Office of the Assistant Secretary for Policy and International Affairs.

1. *Air Carrier Accounting and Guidance*

Carriers receiving section 401 certificates are required to comply with the "Uniform System of Accounts and Reports for Large Certificated Air Carriers." The Research and Special Programs Administration's Office of Aviation Information Management (OAIM) is responsible for accounting and related systems design and modification, as well as interpretation of the regulations. Inquiries regarding waivers from accounting regulations, proposed rulemakings or suggestions on new or revised rules should be directed to the Director of OAIM (room 4125, telephone 426-9058).

OAIM provides technical accounting expertise and guidance to air carriers and other Government agencies, including the Securities and Exchange Commission. The Data Requirements and Public Reports Division of OAIM also assists small air carriers participating in the Essential Air Service program, such as air taxi operators, who may elect to implement the "Voluntary Accounting System for Small Air Carriers" and new or growing certified carriers who may need assistance to familiarize themselves with the required accounting systems and related rules in the "Uniform System of Accounts and Reports for Large Certificated Air Carriers."

OAIM continuously evaluates the airline industry accounting systems and related rules and coordinates with the Office of Inspector General (OIG) on the need for audit assistance. Questions on accounting or reporting issues concerning the DOT aviation information data banks may be addressed to the Data Requirements and Public Reports Division of OAIM.

2. *Financial and Statistical Reporting*

Air carrier reporting requirements established by the CAB continue in effect until changed by DOT. Authority to maintain these rules and manage the aviation information program is delegated to the Administrator of the Research and Special Programs Administration (RSPA). Program operation is accomplished by RSPA's Office of Aviation Information Management (OAIM).

Petitions for rulemaking on reporting matters should be filed with the DOT Documentary Services Division (DSD) in the Office of General Counsel. The petition will be given a docket number, dated, and referred to OAIM for processing. Rules proposed and issued by OAIM will be docketed in the DSD.

Recurrent financial and statistical reports required by these rules should be addressed to:

Data Administration Division
DAI-20, Room 4123
Office of Aviation Information
Management
Research and Special Programs
Administration
Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

New reporting instructions, changes to existing instructions, interpretations of reporting instructions, or special reporting requirements for air carriers will be promulgated by OAIM. These instructions, as well as written requests for waivers, interpretations, extensions of filing dates, substitution of forms or formats, or confidential treatment of reports will be handled by the Director of OAIM.

Air carrier submissions will be reviewed for acceptability by the Data Administration Division of OAIM. This Division may contact air carriers concerning the form and/or substance of their reports.

Industry Agreements

Regional airlines have become full partners in the air transportation system. The use of common ticket stock; shared airport facilities; commingled reservation schedules; joint fares; and interline agreements for the handling of baggage, cargo, and other express freight allows regional airlines to provide an important part of a common system of air transportation. The agreements and services in which airlines participate are described here.

Three Digit Identification Code

Every airline which operates scheduled passenger and/or cargo services and interlines passengers and/or cargo with other airlines requires a three digit code. The code is printed as the first three digits of the airline's passenger traffic documents and cargo air waybill which then identifies that airline for interline accounting purposes.

Airlines with headquarters in the United States or its territories and possessions should request a form code from J. Zammar, Director, Revenue Accounting, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006. Phone 202-626-4000.

Airlines with headquarters outside the United States or its territories and possessions should request a form code from Kendall C. Sanford, Senior Manager, Passenger Services, International Air Transport Association, 2000 Peel Street, Montreal, Quebec H3A 2R4. Phone: 514-844-6311 ext 503.

For form codes assigned by the International Air Transport Association, there is an application fee of $125.

Airline Designators

Each airline which operates scheduled passenger and/or cargo services and publishes its schedules in industry schedule guides and each airline which participates in the airline communications networks (ARINC or SITA) needs an airline designator.

Airline designators are assigned and administered by the International Air Transport Association on behalf of the airline industry. There is a $125 application fee for each airline designator assigned.

To obtain an airline designator, U.S. based airlines should send their schedules to Karen S. Fleener, Schedule Research, Official Airline Guides, Inc., 2000 Clearwater Drive, Oak Brook, Illinois 60521 and also should submit a copy of the airline's Civil Aeronautics Board fitness form approved by the Board and a check for $125 made payable to the International Air Transport Association.

Publishing Schedules

The flight schedules of passenger carrying airlines are published in the *Official Airline Guide* (OAG), the *ABC World Airways Guide*, and the *American Express Sky Guide;* and schedules of cargo carrying airlines are published in the *OAG Air Cargo Guide*, the *ABC Air Cargo Guide*, and *Hereford's Cargo Guide*.

There is no charge for publication of direct flight schedules and fares of commuter air carriers. However, there are editorial and possible costs for printing commuter/certificated connecting flights.

Passenger Interline Traffic Agreement

Members of the Air Traffic Conference of America (ATC) have established the ATC Interline Traffic Agreement—Passenger. All scheduled airlines may become parties to the Agreement. The Agreement becomes binding between parties upon execution of a concurrence.

The Agreement gives each airline party the right to sell transportation at the appropriate fares over the lines of other parties with which it has a concurrence, and to issue interline tickets providing for such transportation.

Parties are required to honor for transportation interline tickets calling for such transportation and issued by another party with which it has concurred. Where interline tickets have been issued under the Agreement, the originating airline agrees to check the passenger's baggage to final destination or first stopover point, and the down-line airlines agree to accept and transport such baggage.

There is a one-time application fee and an annual participation fee. Contact Ms. Pat Freedman, Assistant Director, Passenger Services, Air Traffic Conference of America, 1709 New York Avenue, N.W., Washington, D.C. 20006.

Interline Air Cargo Agreements

Expanding the air cargo network is an important objective of the airline industry. Interlining of air freight within the industry is an effective means of expanding your air freight services and providing extensive air freight coverage to your customers. The Regional Airline Association and the Air Transport Association of America have developed two specific air cargo agreements to meet their requirements. These agreements are:

- AIRLINES/COMMUTER INTERLINE AIR FREIGHT AGREEMENT and
- AIRLINE COMMUTER INTERLINE SMALL PACKAGE AGREEMENT

Each are multi lateral agreements that prescribe uniform documents, labeling, and handling procedures for regular air freight and small package services. To participate in these agreements, there is a one-time application fee and an annual fee.

Airlines interested in these interline cargo agreements should write to Mr. Richard S. Shreve, Assistant Director, Cargo Services, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006.

IATA Interline Agreements—Passenger and Cargo

Airlines may participate in the International Air Transport Association's multilateral interline traffic agreements as nonmember carriers. Airlines are required to pay an annual participation fee based on their total revenue sales from the previous year or on an estimated revenue figure for the first year in the case of a new company. Contact Kendall C. Sanford, Senior Manager, Passenger Services, IATA, 2000 Peel St., Montreal, PQ, Canada H3A 224

Universal Air Travel Plan

Begun in 1936, Universal Air Travel Plan travel card is one of the world's oldest credit cards.

During the early years, UATP covered U.S. domestic airlines only. On October 1, 1948, it became worldwide, when international routes were brought into the plan.

The UATP's Air Travel Card today is good for transportation on practically all the world's scheduled airlines flying domestic and global routes. Participating airlines now number more than 200.

Those desiring to subscribe to this airline credit service can contract through an individual airline by meeting the individual carrier's requirements. Thirty-two airlines, called "contracting airlines," are authorized to issue Air Travel Cards. The cards, however, are honored by the participating carriers. The contracting airline bills the subscriber on a monthly basis for all air transportation used, regardless of the number of airlines involved. Contact C. Fisher, ATA, 1709 New York Ave., Washington, D.C.

Standard Agent's Ticket and Area Settlement Plan

As the travel agency industry grew and as travel agents began to generate a larger proportion of airline tickets, a need arose for an efficient system of reporting and accounting for ticket sales. What emerged was the Standard Agent's Ticket and Area Settlement Plan. The plan's most important innovations were a standard ticket stock and a single source to which travel agents reported and accounted for airline ticket sales. Travel agents were issued supplies of standard ticket stock with no carrier identification. In issuing a ticket, the agent fills in the name of the airline on which the seat is being sold. Every week the travel agent forwards reports of tickets sold to a designated bank in their area.

The agent receives a computerized sales report from the area bank for each reporting period. The sales report provides important data on each ticket issued as well as statistical summaries for the entire reporting period.

Travel Agents Commission

The commission paid to travel agents was deregulated in June 1980. Airlines are free to set the commission they pay to travel agents. The Air Traffic Conference has set up a procedure for settling interline services charges in the Interline Settlement of Agent Issued Documents Agreement. Airlines may contract with any organization to sell on-line tickets.

Airline Clearing House

The Airline Clearing House is a corporation, wholly owned by 25 ATA member airlines, through which the interline accounts of airlines, certificated and commuter, are settled on a net basis each month. Regional airlines, by participating as associate members, are able to realize all the billing and clearance benefits without the necessity of purchasing stock in the corporation.

Each member air carrier submits a recap sheet each month to Chase Manhattan Bank showing accounts due from every other member, covering both passenger and freight.

The bank nets these accounts and notifies each airline of their net debit or credit position in the Clearing House. Flight coupons and air bills are sent to the appropriate airline for a follow-up audit with an opportunity for subsequent Clearing House adjustments.

Each participating carrier is requested to maintain an account at the Chase Manhattan Bank, New York. The Chase Manhattan Bank performs the clearing functions without charge. The cost of such items as printing, postage, bulletin correspondence and maintenance of the Manual of Procedures is nominal. Reimbursement for such costs are billed to all members and associate members on an annual basis. When making application as an associate member, commuters are required to have interline agreements with at least one member or associate member of the Clearing House. Contact: Dick Patton, President, Airline Clearinghouse, 1709 New York Ave, Washington, D.C. 20006.

Airline Publishing Company

The Airline Tariff Publishing Company (ATPCO), wholly owned by thirty-five certificated air carriers, is employed by the airlines to publish and distribute fares and cargo rates to the travel industry. Some of the ATPCO publications include a joint fares tariff, commuter local fares tariff, commuter airline cargo local rules and rates, small package rates, and the Air Cargo Memorandum Tariff. ATPCO distributes these tariffs to travel agents, airline rate desks, and other companies in the travel business. Contact: Dan Mingledorff, Airline Tariff Publishing Company, Dulles Airport, PO Box 17415, Washington, D.C. 20041 Phone: 703-471-7510

Air Cargo, Inc.

Air Cargo, Inc., is a service organization owned by the scheduled airlines of the United States. Air Cargo, Inc.'s complete system or airline/airfreight services involves three distinct areas: local air freight pickup and delivery, air/truck and container pick-up and delivery, and loading and unloading.

Airlines may contract for the services of Air Cargo, Inc. as an associate member. Each associate member pays an annual membership fee.

Aeronautical Radio, Inc.

Aeronautical Radio, Inc., more familiarly known as ARINC, is dedicated to serving the communications needs of the air transport community. The company's services, once used almost exclusively by major U.S. airlines, are employed by a variety of corporation, government agencies and domestic and foreign carriers, ranging in size from major trunks to commuter air carriers. ARINC's services continue to be provided on a not-for-profit basis as was the case when the company was incorporated in 1929.

ARINC is dedicated to providing communications needs of all aircraft operators within the United States. Advanced technology, high quality service, cost-based charges and longstanding realtionships with the regulatory bodies and the aviation community are some of the benefits provided by ARINC. Contact: Sunny M. Penny, Jr., Director Customer Services, ARINC, 2551 Riva Road, Annapolis, Maryland 21401

Join the RAA!

Do you need a membership application or would you like to be added to the RAA mailing list? Complete this form and return it to:

Regional Airline Association
1101 Connecticut Avenue, N.W.
Suite 700
Washington, D.C. 20036

Please send me membership information.

Name ____________________

_____ Airline Membership

Airline Name ____________________

Address ____________________

City, State ____________________

Telephone ____________________

_____ Associate Membership

Company Name ____________________

Address ____________________

City, State ____________________

Telephone ____________________

Please add me to the RAA Mailing List.

Name ____________________

Company ____________________

Address ____________________

City, State ____________________

Telephone ____________________

I would like to receive:

_____ Press Releases

_____ RAA Times Magazine (bi-monthly)
Non-members include $10 annual subscription)

Advertising Index

Aerospatiale	38
Airline Software	101
Allied/Bendix Aerospace	71
Alpha Aviation Insurance	56
Aviall	Cover 3
Aviation Instrument Manufacturing	98
Bayly Martin & Fay	26
Beech Aircraft Corporation	72–73
B.F. Goodrich Company	55
British Aerospace, Inc.	54
Business and Commercial Aviation	52–53
Cessna Aircraft Corporation	Cover 2
Commuter/Regional Airline News	50
de Havilland Aircraft Canada	102
Delta Air Lines	135
De Vore Aviation Corporation	40
Embraer Aircraft Corporation	2
Fairchild Aircraft Corporation	27
Fokker Aircraft U.S.A., Inc.	70
Garrett Corporation	12, 28
General Electric	99
International Air Academy, Inc.	42
Pacific Propeller, Inc.	13
Plastics, Inc.	4
Pratt & Whitney Canada	41, 43, 45, 47, 49, 51
Reed Stenhouse	100
Rockwell International/Collins General Aviation	14
SAAB-Fairchild International	24–25
Short Brothers USA	10–11, Cover 4
Southeastern Academy	48
USAir	74

[illegible]

"Everytime it takes off, it pays off. For both of us."

Roy Clark, President
of Pennsylvania Airlines
with Ed Colodny, Chairman
USAir, at the Shorts 360

"A little over 10 years ago," continues Roy Clark, "we became one of the first airlines to join the Allegheny Commuter System—the feeder for Ed Colodny's USAir. And it's really paid off for both of us. Especially in the last year. Because after months of checking out every regional aircraft that's available now or will be later, we've been flying the best choice for our very competitive market. The new 36-passenger Shorts 360.

"We bought four of them. And they're doing what we expected—and more."

"We're getting a break-even factor of 37%. Our passengers are getting many of the amenities they receive on a USAir jet. And our airline is getting the best aircraft for the money for making money."

The Shorts 360 is the new-generation aircraft that pays off for any airline that takes advantage of it. Contact the nearest Short Brothers office listed below, and we'll show you how.

Shorts 360

SHORT BROTHERS PLC **Short Brothers (USA) Inc.**, 2011 Crystal Drive, Suite 713, Arlington, VA 22202.
Short Bros. PLC Airport Rd., Belfast BT3 9DZ, Northern Ireland, **Short Bros. PLC**, Berkley Sq. House, Berkley Sq., London W1X6DY.
Short Bros. PLC, Far East Regional Office, 2nd Floor, Elizabeth House, 250 Gloucester Rd., Causeway Bay, Hong Kong.
Short Bros. (Australia) Pty. Ltd., 20 Loftus St., Sydney 2000